



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**



# SDR

Service Difficulty Reporting

## January 18, 1998 - January 24, 1998 Summary

AIR CARRIER, ZAC-326

*You can improve Air Safety by reporting the problem when you see it!*

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### SECTION

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- II Domestic Service Difficulty Report
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ISSUE: 98-04



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# **SDR SUMMARY**

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

**<http://www.mmac.jccbi.gov/afs/afs600>**

**“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”**

Comments are welcomed and may be directed to:

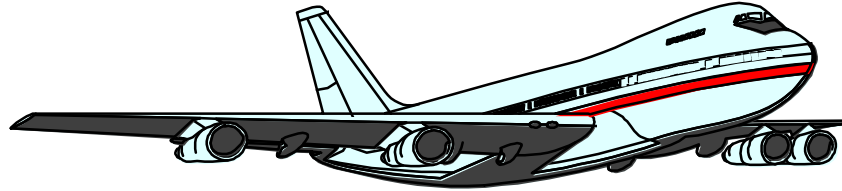
*Federal Aviation Administration  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125-5029  
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

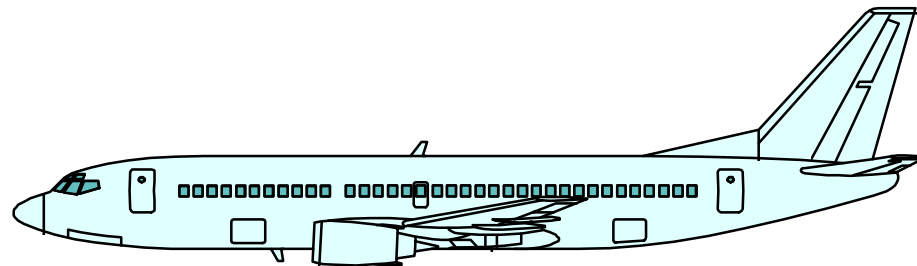
**[john\\_e\\_jackson@mmacmail.jccbi.gov](mailto:john_e_jackson@mmacmail.jccbi.gov)**

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# **SIGNIFICANT OCCURRENCE REPORT**





U.S. Department  
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## **THE SIGNIFICANT OCCURRENCE REPORT**



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

# SIGNIFICANT OCCURRENCE REPORT

1/18/98 - 1/24/98 ISSUE: 98-04 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3610		AIRBUS A300B4203	GE CF650C2			DUCT	DAMAGED NR 2 ENG BLEED		11/20/97 AU971511
*****	(AUS) NO2 ENGINE 15TH STAGE DUCT CRACKED CIRCUMFERENTIALLY. NUMEROUS TIE ROD ENDS SNAPPED OFF. HP RECOUP TUBE SEVERELY CHAFFED.								
7830		AIRBUS A300B4203	GE CF650C2			THRUST REVERSER CF6RHFRAF1	CORRODED RT OUTBOARD	24701	11/11/97 AU971510
*****	(AUS) RH OUTBOARD THRUST REVERSER CORRODED AND DAMAGED. METAL STRUT LEADING EDGE DAMAGED AREA BROKEN OFF AND LODGED IN CASCADE FORWARD RECESS CAUSING A BLOCKER DOOR TO BREAK AND SEVERE BLOCKER DOOR CARRIAGE DAMAGE.								
5610	8045T	BELL				WINDOW	FAILED		11/6/97
HEEA	28101	214ST				214031803103	COPILOT UPPER		98ZZX292
*****	INBOUND TO SHORE BASE, COPILOT'S UPPER 'GREENHOUSE' WINDOW BROKE AND A PORTION OF IT DEPARTED AIRCRAFT. NO PREVIOUS DEFECTS OR REPAIRS PRIOR TO INCIDENT. MAINTENANCE REPLACED WINDOW ASSEMBLY. REF: 214ST IPC, CHAPTER 52-99-00, FIGURE 52-2, ITEM NR 9.								
2730	963WP	BOEING				CONTROLS	MALFUNCTIONED		1/14/98
W8PA	28868	73733R					ELEVATOR		W8PA980018
*****	ELEVATOR JAMMED ON LANDING FLARE. REQUIRED APPROX 50 TO 60 LBS FORCE TO FREE THE ELEVATOR. INSPECTED ELEVATORS, ELEVATOR POWER CONTROL UNIT, ALL ACCESSIBLE ELEVATOR CONTROL ASSY AND NO DEFECTS NOTED. COULD NOT DUPLICATE BINDING OR JAMMING.								
7603	350AD	DORNER				CABLE	FROZEN		12/10/97
EQGA	3050	DO328100				190755	LT POWER LEVER		ASE97005
*****	DFW-SAF - WHILE IN CRUISE AT FL 310 WITH OAT EQUALS MINUS CELCIUS EXPERIENCED LACK OF RESPONSE FROM LEFT POWER LEVER WHILE ATTEMPTING TO MAKE MINOR TRIM ADJUSTMENT. MX CONTROL WAS CONTRACTED AND CREW ADVISED THAT THEY WERE GOING TO ATTEMPT TO FREE POWER LEVERS. AFTER SEVERAL UNSUCCESSFUL ATTEMPTS, THE CREW BEGAN A SLOW DESCENT AND WHEN AIRCRAFT REACHED FL 240, OAT EQUALS MINUS 30 CELCIUS, POWER LEVER BECAME UNSTUCK AND RESPONSIVE TO POWER ADJUSTMENTS. SEVERAL POWER LEVER RESPONSE CHECKS WERE MADE SUCCESSFULLY. A/C CONTINUED TO SAF WHERE MX PERSONNEL MET THE A/C. MX PERFORMED INSPECTION OF POWER CABLES AND LUBED CABLES IAW ALERT SB 328-76-015. AIRCRAFT RETURNED TO SERV. (M)								
2710		DOUG				SUPPORT ASSY	CRACKED		1/9/98
DM4R		DC8*			5715841501	5642920503	AILERON CONTROL		98ZZX287
*****	THE AILERON CONTROL REVERSION ASSEMBLY HAS A CRACK ON BOTH SIDES OF THE SUPPORT ASSEMBLIES.								
7200	777NC	DOUG	PWA			ENGINE	FAILED		1/15/98
NWAA	47787	DC951	JT8D17				LEFT		9800979868
*****	AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE EXPERIENCED AN OVERSPEED CONDITION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE DUE TO TURBINE DAMAGE, OPERATIONAL CHECK OK.								
2752	244AS	EMB				ACTUATOR	FAILED		12/27/97
ASOA	120073	EMB120RT				3430001001	RT TE FLAP		ASOA97070
*****	INBOUND IAH-DFW - EXPERIENCED FLAP CONTROL FAULT. CREW ATTEMPTED TO RESET PER POH PROCEDURES WITH NO SUCCESS. CREW DECLARED AND EMERGENCY AND LANDED AT DFW WITHOUT FURTHER INCIDENT. DFW MAINTENANCE REMOVED AND REPLACED THE RIGHT OUTBOARD FLAP ACTUATOR AND REQUESTED A TEST FLT 1 HOUR MINIMUM DURATION AND 15 FLAP CYCLES. TEST FLIGHT AND OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)								
2752	283AS	EMB				ACTUATOR	FAILED		12/22/97
ASOA	120236	EMB120RT				3430001001	LT TE FLAP		ASOA97068
*****	INBOUND ILE-DFW - EXPERIENCED FLAP CONTROL FAULT ON THE INBOARD PAIR. DUE TO WEATHER CONDITIONS, CREW DECLARED AND EMERGENCY AND PERFORMED A ZERO FLAP LANDING AT DFW WITHOUT FURTHER INCIDENT. DFW MAINTENANCE MEGOHMED ALL FLAP WIRING HARNESSSES AND DETERMINED THAT THE LEFT INBOARD FLAP ACTUATOR WAS BAD. REMOVED AND REPLACED FLAP ACTUATOR. OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED AND FURTHER SERVICE. (M)								

(End of SIGNIFICANT OCCURRENCE REPORT)

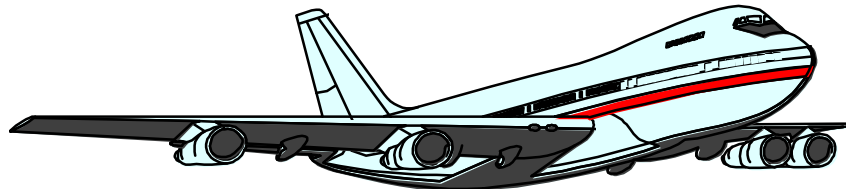
Run Date: 30-Jan-98

# FEDERAL AVIATION ADMINISTRATION SIGNIFICANT OCCURRENCE REPORT INDEX

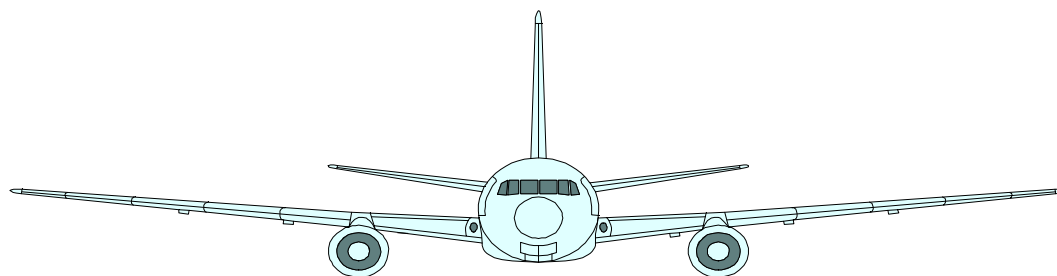
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 1/18/98 To 1/24/98

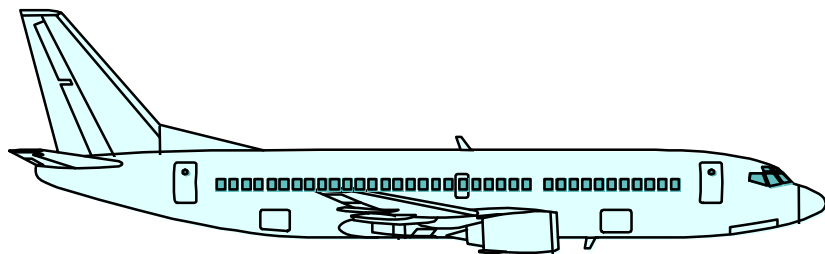
<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
<b>190755</b>														
CABLE	DO328100	1	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 190755</b> - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
<b>214031803103</b>														
WINDOW	214ST	2	-	-	-	-	-	-	-	-	-	-	1	1
<b>TOTAL of # 214031803103</b> - - - - -		2	-	-	-	-	-	-	-	-	-	-	1	1
<b>3430001001</b>														
ACTUATOR	EMB120RT	2	-	-	-	-	-	-	-	-	-	-	1	1
<b>TOTAL of # 3430001001</b> - - - - -		2	-	-	-	-	-	-	-	-	-	-	1	1
<b>5642920503</b>														
SUPPORT ASSY	DC8*	1	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 5642920503</b> - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
<b>CF6RHFRAF1</b>														
THRUST REVERSER	A300B4203	1	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # CF6RHFRAF1</b> - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL for ALL (5) PART NUMBERS: - - - - -</b>		7	-	-	-	-	-	-	-	-	-	-	2	5
<b>END OF SIGNIFICANT OCCURRENCE REPORT INDEX</b>														



**DOMESTIC**



**SERVICE DIFFICULTY REPORT**



**DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY****1/18/98 - 1/24/98    ISSUE: 98-04    ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2121 SIMA	251AE 250	AEROSP ATR42300				FAN EVTA1926DC	FAILED COCKPIT	1/1/98 SIMA980011	
ORD - FLT 4164 - CAPTAIN NOTED, AFTER POWERING UP A/C, SMOKE WAS COMING FROM QUADRANT AND STRONG SMOKE SMELL WAS IN CABIN AND COCKPIT. MX INSPECTED AND FOUND AVIONICS VENT FAN BURNED. RAI FAN IAW JIC 21-23-21. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3260 SIMA	144DD 074	AEROSP ATR42300				WIRE HARNESS	CHAFED NOSE WHEEL WELL	12/25/97 SIMA973592	
PIA - FLT 4102 - DURING A/C RETURN TO PIA, CREW DID NOT GET NOSE GEAR SAFE LIGHT UNTIL EMERGENCY GEAR EXTENSION LEVER WAS PULLED. A/C LANDED SAFELY. MX CLEANED NOSE GEAR TARGET SWITCHES, FERRIED ALL TO ORD FOR REPAIR OF NOSE GEAR INDICATION WIRING. WIRING CHAFED ON TOP OF 149D PUMP. ORD MX REPAIRED WIRES AND PERFORMED SATISFACTORY GEAR RETRACTION/EXTENTION. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	422MQ 0028	AEROSP ATR42300				LIGHT 3011210	INOPERATIVE CABIN	12/17/97 SIMA973502	
EMERGENCY DOOR LIGHT INOP. RAI EMERGENCY STEP LIGHT ON PAX DOOR. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C WAS RETURNED TO SERVICE. (M)									
3350 SIMA	423MQ 030	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN	12/28/97 SIMA973622	
SAW - DURING PS-2 INSPECTION, DISCOVERED NUMEROUS FORWARD EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED BATTERY PACK AT LOCATION 29WL. SYSTEM OPERATIONALLY CHECK GOOD IAW JIC 335000-OPT-10000-002. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	424MQ 045	AEROSP ATR42300				FUSE E038321	FAILED CABIN	12/23/97 SIMA973571	
EVV - FLT 4304 - EMERGENCY EXIT LIGHT ABOVE AFT SERVICE DOOR INOP. RAI FUSE IN POWER SUPPLY UNIT 62WL LOCATED ABOVE AFT SERVICE DOOR. PERFORMED OPERATIONAL CHECKS SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3350 SIMA	427MQ 091	AEROSP ATR42300				LAMP LH6151	FAILED CABIN	12/25/97 SIMA973591	
ORD - FLT 4062 - FLOOR PROX EMERGENCY ESCAPE PATH MARKING LIGHT INOP. MID CABIN LIGHT STRIP. ISSUED MEL AND RETURNED A/C TO SERVICE. RAI LAMP ASSY IN LIGHT STRIP, PER JIC 33-51-21. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
2430 ASOA	631AS 362	AEROSP ATR72212				ELECT SYSTEM	MALFUNCTIONED NR 1	12/10/97 ASOA97065	
EN ROUTE VPS-ATL, DC BUSS 1 CYCLED ON AND OFF, MFC 2A CYCLED ON AND OFF, THEN FAILED. CREW DECLARED AN EMERGENCY, DIVERTED TO CSG WHERE LANDING WAS MADE SAFELY AND WITHOUT FURTHER INCIDENT. ATL MX WAS DISPATCHED, REMOVED AND REPLACED THE FOLLOWING; MFC NR 2 BPCU, BPC AND NR 1 GCU. OPERATIONAL CHECKS WERE GOOD ON THE GROUND IN CSG, HOWEVER, THE SYSTEM FAILED AGAIN ON APPROACH TO ATL, THE DC BUSS 1 AND DC GEN FELL OFF LINE. ATL MX INSPECTED ALL WIRES, BUS BARS AND CONNECTORS AND REMOVED AND REPLACED THE EXTERNAL POWER CONTACTOR, THE NR 1 GENERATOR CONTACTOR AND THE NR 1 STARTER GENERATOR. NR 1 GENERATOR WAS CYCLED SEVERAL TIMES DURING GROUND RUNS. ALL OPS CHECK GOOD AND THE A/C WAS RETURNED TO SERVICE. (M)									
2612 RAIA	721TE 217	AEROSP ATR72202				FIRE CONTROLLER 516531152	FAILED RT ENGINE	1/5/98 RAIA980103	
FLT 7408 - STL - RIGHT ENGINE FIRE INDICATION ILLUMINATED, CREW FIRED BOTH ENGINE FIRE BOTTLES AFTER ENGINE SHUTDOWN. MAINTENANCE INSPECTED FOUND FAULTY FIRE WIRE CONTROLLER GIVING ERRONEOUS WARNING, REPLACED CONTROLLER. (M)									
2750 ASOA	632AS 338	AEROSP ATR72212				VALVE BLOCK ASSY BHC10001	DEFECTIVE TE FLAP	12/19/97 ASOA97066	
DURING APPROACH VPS-ATL, RECEIVED THE 'FLAPS UNLOCK' LEVEL 3 ALERT. THE FLAP POSITION INDICATOR DISPLAYED THE SELECTED 30 DEGREE POSITION. CREW PERFORMED A MISSED APPROACH, DECLARED AN EMERGENCY AND PERFORMED A ZERO FLAP LANDING. LANDING WAS UNEVENTFUL. ATL MAINTENANCE REMOVED AND REPLACED THE FLAP VALVE BLOCK ASSEMBLY. AS A PRECAUTIONARY MEASURE ALSO REPLACED THE FLAP INDICATOR. THE SYSTEM WAS BLEED AND CYCLED WITH NO DEFECTS NOTED. THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

1/18/98 To 1/24/98 ISSUE: 98-04 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 SIMA	274AT 274	AEROSP ATR72212				FUSE EO38321	FAILED CABIN		12/26/97 SIMA973602
ORD - FLT 4124 - PAX DOOR ENTRY/EMERGENCY LIGHT INOP. RAI FUSE AND FUSE HOLDER/CAP IN BALLAST. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 SIMA	407AT 407	AEROSP ATR72212				FUSE 7007552	FAILED CABIN		12/29/97 SIMA973631
ORD - FLT 4127 - FLT ATTENDANT REPORTED THAT 8 FLOOR PROXIMITY LIGHTS NOT WORKING. ISSUED MGL 33-20 AND RETURNED A/C TO SERVICE. FOUND FUSE BLOWN IN 61WL POWER PACK. REPLACED FUSE IN POWER PACK AND PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	448AM 448	AEROSP ATR72212				SOCKET 3011210	FAILED CABIN		12/28/97 SIMA973623
DFW - FLT 3650 - PASSENGER ENTRANCE EMERGENCY LIGHT INOPERATIVE. RAI AIRSTAIR EMERGENCY LIGHT SOCKET ASSEMBLY. A/C RETURNED TO SERVICE. (M)									
3460 ASOA	631AS 362	AEROSP ATR72212				MFC 350A53000100	FAILED COCKPIT		12/9/97 ASOA97064
ON APPROACH ATL-CHA, RECEIVED MULTIPLE FAILURE WARNINGS AND DC BUSS 1 CYCLING OFF AND ON FOLLOWED BY MFC 2A FAILURE. DUE TO MULTIPLE FAILURES, CREW ELECTED TO DIVERT TO TRI WHERE WEATHER WAS VFR. LANDING WAS MADE SAFELY IN TRI. ATL MAINTENANCE DISPATCHED AND REMOVED AND REPLACED THE NR 2 MFC. GOUND OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
5315 ASOA	643AS 413	AEROSP ATR72212				FLOORBEAM S53572505200	CRACKED FUSELAGE		1/2/98 ASOA98001
DURING SCHEDULED MAINTENANCE, FOUND CRACKED FLOORBEAM AT FRAME 26. INSPECTED FLOORBEAM IAW AI (R) FAX QS/ET603.4275/97, DS/ET603.4237/97 AND EO72-53-0026, SPECIFICATIONS FOR INSPECTION AT C-CHECK AND REINSPECTION EVERY 750 FLIGHTS. (M)									
3230 FDEA	405FE 237	AIRBUS A310203				RETRACT MECH	LACK OF LUBE NLG		1/16/98 98FDEA00041
FINAL APPROACH AT IND ECAM MSG, GEAR NOT DOWN L/G GRAVITY EXTENTION. COMPLETED L/G UNSAFE INDICATED. BOTH SYS 1 AND SYS 2 IND NOSE GEAR UNLOCKED. COMPLETED L/G GRAVITY EXTENTION GEAR DID NOT COME DOWN. FLEW BOX PATTERN IN SHARP HIGH G-TURN, HEARD NOSE GEAR LOCK IN PLACE. SYS 1 AND SYS 2 INDICATED DOWN. ECAM MSG, NO NOSE GEAR STEERING. CONFIRMED NO NOSE GEAR STEERING ON ROLLOUT/TAXI. PINNED AND TOWED IN, L/G EXTENTION AND RETRACTION TEST, LUBED NLG BEARINGS AND ALL RELATED COMPONENTS. OPERATION NOW OK.									
2150 NWAA	348NW 410	AIRBUS A320212				SKIN VALVE WARN	ACTIVATED COCKPIT		1/12/98 9800853248
DURING TAKEOFF ROLL, RECEIVED VENT SKIN VALVE FAULT MESSAGE. ABORTED TAKEOFF AT 50 KTS. MAINTENANCE TROUBLESHOOTING REVEALED NO DISCREPANCIES.									
2210 NWAA	332NW 319	AIRBUS A320211				ACTUATOR SC47003	LEAKING NR 1 YAW DAMPER	18846 18846	1/13/98 9800753232
DURING CRUISE, CREW NOTICED GREEN HYDRAULIC FLUID QUANTITY DECREASING. DIVERTED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 YAW DAMPER ACTUATOR, OPERATIONAL CHECK OK.									
2611 NWAA	309US 118	AIRBUS A320211				SMOKE DETECTOR	MALFUNCTIONED CARGO COMPT		1/14/98 9800913209
DURING CLIMB, RECEIVED MESSAGE SMOKE AFT CARGO SMOKE. CREW DISCHARGED AFT CARGO FIRE EXTINGUISHER. RETURNED TO BOS AND LANDED WITHOUT INCIDENT. NO INDICATION OF FIRE OR SMOKE UPON INSPECTION OF CARGO COMPARTMENT. MAINTENANCE TROUBLESHOOTING REVEALED NO DISCREPANCIES.									
3231 NWAA	323US 272	AIRBUS A320211				UPLOCK 201122008	FAILED LT MLG DOOR		1/11/98 9800593223
DURING APPROACH FOLLOWING LANDING GEAR EXTENSION, LEFT MAIN GEAR DOOR INDICATED OPEN. RECYCLED LANDING GEAR AND RECEIVED SAME INDICATION, LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED LEFT GEAR DOOR UPLOCK ASSEMBLY, OPERATIONAL CHECK OK.									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

1/18/98 To 1/24/98 ISSUE: 98-04 ZAC-326

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3350 AWXA	635AW 092	AIRBUS A320231				BATTERY 321430	DISCHARGED CABIN		1/11/98 AWXA9800014
EMERGENCY LIGHTS OVER R2 AND L2 AFT CENTER AISILE INOP. REPLACED EMERGENCY LIGHT BATTERY PACK, OPS CHECK GOOD.									
3350 AWXA	646AW 271	AIRBUS A320231				BATTERY PACK 321430	DISCHARGED CABIN		1/11/98 AWXA9800017
LT MID CABIN EMERGENCY LIGHT BATTERY PACK WILL NOT CHARGE. REMOVED AND REPLACED BATTERY PACK, OPS GOOD.									
3350 AWXA	624AW 55	AIRBUS A320231				LIGHT	INOPERATIVE CABIN		1/13/98 AWXA9800019
EMERGENCY EXIT LIGHT OVER LEFT OVERWING EXIT REPORTED OUT OR INTERMITTEN. RESET SYSTEM, OPS CHECK GOOD.									
5610 NWAA	301US 31	AIRBUS A320211				WINDOW	CRACKED LT COCKPIT		1/17/98 9800963201
DURING CLIMB, CAPTAIN'S WINDSHIELD HEAT SHORTED AND WINDSHIELD CRACKED. FLIGHT RETURNED TO MSP AND ACCOMPLISHED AN OVERWEIGHT LANDING WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED WINDSHIELD AND PERFORMED OVERWEIGHT LANDING INSPECTION.									
7322 DKAA	108R 108	AMD FALCON	GE CF7002D			FUEL CONTROL 5001T39G29	MALFUNCTIONED NR 2 ENGINE	6131 1337	12/28/97 DKAA97002
NR 2 ENGINE FLAMED OUT AT FL 33.5 AND FL 27.3. PERFORMED BOREScope INSPECTION, NO DEFECTS NOTED. REPLACED NR 2 ENGINE FUEL CONTROL UNIT AND PERFORMED POWER ASSURANCE CHECKS. AIRCRAFT TEST FLOWN TO FL 350, ACCELERATION CHECKS PERFORMED, ALL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
2611 MALA	501XJ E2208	BAC AVRO146RJ85A				SMOKE DETECTOR 7213000300	INOPERATIVE CARGO BAY		1/13/98 MALA975888
ON PREFLIGHT THE CREW WAS UNABLE TO TEST THE ELECTRICAL BAY SMOKE DETECTION SYSTEM. MAINTENANCE REPLACED THE SMOKE DETECTOR IN THE FORWARD CARGO BAY, OPS CHECK GOOD.									
2612 SADF	510MM E3250	BAC AVRO146RJ100				DETECTOR LOOP	GROUNDING NR 2 ENGINE		12/11/97 SADF9707
CTG/CTG - FLT 1169 - AIR TURN-BACK. DURING TAXI, FADEC FAULTY NR 2 LIGHT CAME ON, FADEC FAULTY PROCEDURES FOR TAKEOFF WERE DONE. AFTER TAKEOFF AT 500 FEET, ENGINE NR 2 LIGHTS AND BELL CAME ON, MEMORY ITEMS WERE PERFORMED WHEN SHUTTING THRUST LEVER NR 2. FIRE WARNING STOP (NO BOTTLE DISCHARGED) LANDING, TAXI OUT, WERE NORMAL. FOUND LOOSE CLAMP ON TERMINAL OF FIRE LOOP. LOOP GROUNDED WITH THE EXHAUST CONE. LOOP WAS PUT BACK IAW AMM 26-11-00. (X)									
2810 VTZA	495UE 818	BAG JETSTM3201				SEALANT	OUT OF POSITION FUEL SYSTEM		12/16/97 VTZA97696
FLT 918 - LYH-IAD - DURING CLIMB MADE AN UNSCHEDULED LANDING DUE TO RIGHT ENGINE RPM SURGING. ENGINE SHUT DOWN AFTER 2 SURGES. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND SEALANT PARTIALLY BLOCKING INLET TO NEGATIVE G TANK. MAINTENANCE REMOVED EXCESS SEALANT AND PERFORMED GROUND RUN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
2910 RAIA	971JX 971	BAG JETSTM3201				HYD LINE 1379305A77	FAILED LT ENGINE		12/20/97 RAIA971211
FLT 4783 - PSP - LEFT ENGINE BEGAN SMOKING, LEFT HYDRAULIC PRESSURE DROPPED. MAINTENANCE REPLACED HYDRAULIC PUMP OUTPUT LINE. (M)									
3040 RAIA	435AM 889	BAG JETSTM3201				CONTROLLER 327310	FAILED CNTR PEDESTAL		12/11/97 RAIA971209
FLT 7098 - STL - LEFT WINDSHIELD HEAT IS INOPERATIVE. MAINTENANCE REPLACED RIGHT WINDSHIELD HEAT CONTROLLER. (M)									
3230 RAIA	422AM 856	BAG JETSTM3201				SWITCH 5EN16	FAILED NLG		12/31/97 RAIA971217
FLT 7493 - SBN - LANDING GEAR HANDLE WOULD NOT MOVE TO UP POSITION. MAINTENANCE REPLACED NOSE LANDING GEAR SQUAT SWITCH. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3416 RAIA	341TE 950	BAG JETSTM3201				ALTIMETER 066306206	FAILED LT INST PANEL		12/24/97 RAIA971214
FLT 7075 - STL - CAPTAINS ALTIMETER FAILED ON CLIMB-OUT. MAINTENANCE REPLACED CAPTAINS ALTIMETER. (M)									
3452 RAIA	340TE 939	BAG JETSTM3201				CONTROL ADAPTER 6226590001	FAILED E/E COMPT		1/5/98 RAIA980104
FLT 7025 - STL - SMOKE ODOR N COCKPIT, BOTH TRANSPONDERS INOPERATIVE. MAINTENANCE REPLACED ATC CONTROL ADAPTER. (M)									
5610 SABA	190PC 750	BAG JETSTM3101				WINDSHIELD 1379628C402	CRACKED RT COCKPIT		12/27/97 SABA970044
LWB - FLT 5044 - CO-PILOTS WINDSCREEN CRACKED ON TAKEOFF FROM LWB TO CLT. AIRCRAFT RETURNED TO LWB NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED CO-PILOTS WINDSCREEN. OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
7722 RAIA	338TE 932	BAG JETSTM3201				T2 CONNECTOR CA3108R12S3SF80	CONTAMINATED LT ENGINE		12/28/97 RAIA971216
FLT 7069 - STL - LEFT SRL CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE CLEANED AND RESEATED T-2 CONNECTOR ON LEFT ENGINE. (M)									
5210 MASA	151ZV UE151	BEECH 1900D				BELLCRANK 1295104791	LOOSE CABIN DOOR		12/30/97 MASA97279
FLT 7906 - SEA-PDX - CREW FOUND MAIN CABIN DOOR WOULD NOT CLOSE AND LOCK FROM THE INSIDE. MAINTENANCE RESECURED BELLCRANK. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
6112		BEECH 1900C		HARTZL HCB4MP3		SLIP RING 4E26241	DEBONDED PROPELLER ASSY		5/1/96 EY2R9601513
PROP ASSY SLIP RING DEBONDED, INSULATOR CRACKED									
2370 HEEA	39PH BL3	BEECH 200CBEECH				CVR 9806019001	FAILED COCKPIT	4058	1/6/98 HEEA0012453
CVR WILL NOT TEST.									
3432 HEEA	30PH BB635	BEECH 200BEECH				INDICATOR 5222638006	FAILED GLIDESLOPE		1/6/98 HEEA0012467
COURSE INDICATOR GLIDESCOPE STAYS FLAGGED AND INOPERATIVE.									
2150 TWAA	54334 20461	BOEING 727231				VALVE 32167441	FAILED RT PACK SOV		1/4/98 TWAA9800205
MCI - FLT 653 - DURING CLIMB, UNABLE TO CONTROL CABIN PRESSURE 6.0 MAXIMUM PSI DIFFERENTIAL. REPLACED RIGHT FORWARD PACK SHUTOFF VALVE. (M)									
2150 TWAA	54342 21629	BOEING 727231				SWITCH 6411002	FAILED RT PACK		1/4/98 TWAA9800204
PHX - FLT 646 - DURING CLIMB, UNABLE TO MAINTAIN CABIN BELOW ONE THOUSAND FEET AT FL210 ONE PACK INOP. REMOVED DEBRIS FROM UNDER C-3 DOOR SEAL AND REPLACED RT PACK TEMP SWITCHES. (M)									
2150 TWAA	54342 21629	BOEING 727231				SWITCH 5486206	FAILED RT PACK		1/4/98 98ZZZM84
PHX - FLT 646 - DURING CLIMB, UNABLE TO MAINTAIN CABIN BELOW ONE THOUSAND FEET AT FL210 ONE PACK INOP. REMOVED DEBRIS FROM UNDER C-3 DOOR SEAL AND REPLACED RT PACK TEMP SWITCHES. (M)									

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2421 TAOA	927TS 20837	BOEING 727227				GENERATOR 976J4981	FAILED NR 1 ENGINE		1/3/98 TAOA019801
FLT 6041 - BOS-LGA - WHILE ON APPROACH FOR LANDING AT LAGUARDIA AIRCRAFT HAD AN UNDER VOLTAGE ON NR 1 GENERATOR. EXECUTED A GO-AROUND AND RAN CHECKLIST FOR ELECTRICAL FAILURE. REPLACED NR 1 GENERATOR, OPERATIONAL CHECK NORMAL IAW MM CHAPTER 24-20-1. (M)									
2720 TAOA	927TS 20837	BOEING 727227				LAMP 387	FAILED RUDDER		12/31/97 TAOA129709
NOSE GEAR GREEN LIGHT FAILED TO ILLUMINATE UPON GEAR EXTENSION, DOES NOT TEST OF PRESS TO TEST. REPLACED LIGHT BULBS AND FOLLOWED ABNORMAL PROCEDURES. FOUND CIRCUIT BREAKER C709 POPPED ON P-18 PANEL, FOUND SHORTED LAMP IN RUDDER 'A' LOW PRESSURE CAPSULE. RELAMPED RUDDER 'A' LOW PRESSURE CAPSULE ALL LIGHTS CHECK NORMAL, NOSE GEAR GREEN DOWN AND LOCKED LIGHT TESTS NORMAL. (M)									
2730 TWAA	24343 21630	BOEING 727231				COMPUTER 401602728	FAILED ELEV FEEL SYSTEM		1/3/98 TWAA9800301
FLT 475 - STL - DURING CLIMB, SYSTEM 'A' HYDRAULIC LOW PRESSURE LIGHTS ILLUMINATED WITH AN ASSOCIATED HYD QTY LOSS. FUEL DUMPING WAS USED. FOUND THE ELEVATOR FEEL COMPUTER WITH A RUPTURED SEAL. REPLACED FEEL COMPUTER P/N 401-60272-8. OPERATIONAL CHECK NORMAL. (M)									
2750 TAOA	926TS 20774	BOEING 727227				TRANSMISSION 65263024	FAILED NR 5 TE FLAP		12/30/97 TAOA129708
FLT 6450 - DCA-LGA - INBOARD FLAPS SPLIT ON RETRACTION AFTER DEPARTURE, AIRCRAFT RETURNED TO DCA. FOUND NR 5 FLAP TRANSMISSION WITH SHEARED PIN IN FLAP DRIVE UNIT. REPLACED NR 5 FLAP TRANSMISSION. (M)									
2782 CALA	76752 21248	BOEING 727227				BRACKETS	CRACKED LE FLAP ACT		1/14/98 CALA9800053
INSPECTION FOUND A .5 INCH CRACK IN INBOARD AND OUTBOARD BRACKETS WHERE LT WING NR 2 LEADING EDGE FLAP ACTUATOR MOUNTS. NEW BRACKETS WERE FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 51-10-1.									
2782 CALA	76752 21248	BOEING 727227				BRACKETS	CRACKED LE FLAP ACT		1/14/98 CALA9800052
INSPECTION FOUND A .5 INCH CRACK IN INBOARD AND OUTBOARD BRACKETS WHERE LT WING NR 1 LEADING EDGE FLAP ACTUATOR MOUNTS. THE BRACKETS WERE REMOVED AND REPLACED IAW SRM 51-10-1.									
2782 DALA	297WA 22534	BOEING 727247				BRACKET	CRACKED NR 3 LE SLAT ACT		1/6/98 DL72W980112
NR 3 L/E SLAT ACTUATOR BRACKET CRACKED. REPAIRED PER M/M 57-54-0 FIG 804.									
2782 DALA	297WA 22534	BOEING 727247				BRACKET	CRACKED NR 5 SLAT ACT		1/6/98 DL72W980087
ANGLE CRACKED ON O/B SIDE OF NR 5 SLAT ACTUATOR BRACKET. REPAIRED PER M/M 57-54-0 PG 805.									
3020 FDEA	496FE 21670	BOEING 727227				ANTI-ICE DUCT	BLOWN NR 2 ENGINE		1/14/98 98FDEA00032
ON CLIMBOUT AT 3000, LWR AFT BODY OVERHEAT LIGHT ILLUM. RAN CHECK LIST AND AFTER RETARD NR 2 THROTTLE LIGHT WENT OUT. ENG ANTI-ICE WAS OPENED JUST PRIOR TO ILLUM OF LWR AFT BODY OVERHEAT LIGHT. DECLARED EMERGENCY AND RETURN TO MEM. FOUND NR 2 ENG COWL THERMAL ANTI-ICE DUCT BLOWN. REMOVED AND REPLACED FIREWALL COUPLING, DUE VALVE INSTALLATION. DUCT REPLACEMENT AND SEALANT ON NR 2 ENGINE SIDE OF FIREWALL BRACE ROD IN AFT STAIRWELL REMOVED. REMOVED PANEL LEFT SIDE VERTICAL STABILIZER, PANEL ON TRUCK. REINSTALL THERMAL ANTI-ICE VALVE AND DUCT. SEALED FIREWALL SIDE OF COUPLING. RAN NR 2 ENG, NO LEAKS NOTED AND OPERATION NORMAL. REINSTALL PANEL ON STAB AND SUPPORT ROD, OK FOR SERVICE.									

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3260 FDEA	102FE 19193	BOEING 72722C				CONNECTOR	DIRTY RT MLG DOOR		1/14/98 98FDEA00033
THE RIGHT GEAR DOOR REMAINED OPEN AFTER GEAR HANDLE WAS PLACED UP. AFTER 2 MIN THE GEAR WAS RECYCLED PER RED TABS. THE RIGHT GEAR DOOR CONSISTENTLY IS SLOW TO CLOSE 2 MIN IN ON PAST 3 LANDINGS. OPERATED RIGHT GEAR DOOR PER MAINTENANCE MANUAL 32-62 DOOR TEST GOOD. REMOVED CANNON PLUG FROM DOOR SWITCH FOUND WATER AND DIRT ON CONTACTS. CHECKED DOOR OPERATION, DOOR CHECKS GOOD.									
3260 TWAA	54334 20461	BOEING 727231				DIODE IN3311B	FAILED RT MLG		1/3/98 TWAA9800203
DTW - FLT 267 - DURING APPROACH, NO GREEN DOWNLOCK LIGHT ON RIGHT MAIN LANDING GEAR. REPLACED LIGHT SOCKET DIODE MFG P/N IN3311B. (M)									
3260 TWAA	54334 20461	BOEING 727231				CARD 69482723	FAILED RT MLG		1/2/98 TWAA9800201
LIT - FLT 207 - DURING APPROACH, RIGHT MAIN LANDING GEAR DOWN GREEN LIGHT NOT INDICATED. REPLACED MASTER DIM AND TEST CARD MFG PART NR 69-48272-3. (M)									
3260 FDEA	127FE 19719	BOEING 72725C				GEAR LIGHT	MALFUNCTION RT MLG		1/15/98 98FDEA00036
REPEAT WRITE UP, REFERENCE 0132907. RIGHT GEAR GREEN LIGHT REMAINED ON WITH THE WARNING LIGHT CONTROL SWITCH IN THE DIM POSITION. CONTINUED TO MEM WITH AIRSPEED BELOW 320 KIAS/.83 MACH. WHEN PLACE LIGHT CONTROL SWITCH IN THE BRIGHT POSITION RIGHT GREEN GEAR LIGHT GOES OUT. JACKED AIRCRAFT AND CYCLED GEAR AT LEAST 20 TIMES, ALL GEAR AND TAIL SKID LIGHTS WORKED NORMALLY. INSPECTED ALL GEAR SWITCHES AND PINS ON GEAR ACCESSORY UNIT PLUG ALL NORMAL. COULD NOT DUPLICATE ANY OF THE PREVIOUS LIGHT PROBLEMS. REPLACED RIGHT MAIN GEAR DOWN LOCK PRECAUTIONARY PER MAINTENANCE MANUAL 32-61-21. NEED BETTER DESCRIPTION FROM FLIGHT CREW OF PROBLEM.									
3260 FDEA	127FE 19719	BOEING 72725C				GEAR LIGHTS	MALFUNCTIONED LANDING GEAR		1/14/98 98FDEA00034
AFTER GEAR RETRACTION, ALL FOUR RED GEAR LIGHTS AND THE GREEN RIGHT GEAR LIGHT REMAINED ON WITH THE GEAR HANDLE IN THE UP POSITION. ALL GEAR DOORS INDICATED CLOSED WITH HANDLE IN OFF POSITION THE GREEN RIGHT GEAR LIGHT REMAINED ON. AGAIN ALL GEAR DOORS INDICATED CLOSED, WITH GEAR HANDLE DOWN, NORMAL INDICATIONS (3 GREEN, NO RED) APPEARED. RETURNED TO ATL. *S/D* SEE PREV HISTORY. REMOVED AND REPLACED LAND GEAR ASSY UNIT AND RE-KEY RACK AS PER 32-09-111 PAGE 401 UNIT KEY INCORRECTLY. STEP 5 POS IND AND WARN FAILING. TAIL SKID LIGHT COMES ON PER M/M SUPPLEMENT TAIL SKID OPER IS OK. REPLACED RELAY R145.									
3350 K3HA	8883Z 21580	BOEING 727225				BATTERY P207003001	DISCHARGED CABIN		1/17/98 K3HA980006
EMERGENCY FLASH LIGHT FORWARD INBOARD, NO RED FLASHING LIGHT AND BATTERY DRAINED. REMOVED AND REPLACED EMERGENCY FLASH LIGHT AND BATTERY (P/N P4-01-0021), OPS CHECKS OK.									
3350 TAOA	926TS 20774	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		12/11/97 TAOA129701
FLT 6053 - BOS-LGA - RIGHT FORWARD AND AFT ESCAPE HATCH EXIT SIGNS INOPERATIVE. REPLACED FORWARD AND AFT BATTERY PACK AT 18 AND 19 DEF SEAT LOCATIONS. OPERATIONAL CHECK NORMAL. (M)									
3350 CALA	76752 21248	BOEING 727227			GRIMES	LIGHT 1001011	INOPERATIVE AFT AIRSTAIR		1/15/98 CALA9800075
INSPECTION FOUND EMERGENCY FLOOD LIGHT AT LEFT SIDE OVER AFT AIRSTAIRS INOPERATIVE. THE LIGHT ASSEMBLY WAS REMOVED AND REPLACED.									
3350 RAAA	831RV 19093	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		1/17/98 RAAA98B1002
FWD LT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	831RV 19093	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		1/17/98 RAAA98B1003
PAX ROW 7 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									

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3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		1/16/98 RAAA98B2007
PAX ROW 22 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		1/16/98 RAAA98B2006
PAX ROW 17 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 DALA	469DA 20746	BOEING 727232				BATTERY PACK	LOOSE CABIN		1/17/98 DL72S980133
OVERHEAD AISLE EMERG LIGHT INOP AT ROW 26. FOUND BATTERY PACK LOOSE. SECURED, OPN CKS OK.									
3350 DALA	469DA 20746	BOEING 727232			900835A	BATTERY PACK	DISCHARGED CABIN		1/17/98 DL72S980134
LIGHTED EXIT SIGN EMERG LIGHT INOP OVER RT OVERWING EXIT. REPLACED BATTERY PACK, OPN CKS OK.									
3350 DALA	476DA 20753	BOEING 727232			900835A	BATTERY PACK	DISCHARGED CABIN		1/17/98 DL72S980135
AFT LT EXT EMERG LIGHT INOP. REPLACED BATTERY PACK M955, CHKS GOOD.									
3350 DALA	401DA 21145	BOEING 727232				BATTERY PACK 334102487	DISCHARGED CABIN		1/17/98 DL72S980132
AFT EXIT AISLE OVERHEAD EMERGENCY LIGHT INOP. REPLACED BATTERY PACK, SYSTEM OPERATIONAL CHECK NORMAL.									
3350 DALA	413DA 21233	BOEING 727232			1000677	SIGN	INOPERATIVE R1 DOOR		1/12/98 DL72K980085
R1 OVERHEAD EMERGENCY EXIT SIGN WILL NOT ILLUM WHEN SELECTED. REPLACED R1 OVERHEAD EMERGENCY EXIT LIGHT ASSY, CKS NML.									
3350 DALA	831WA 21483	BOEING 727247				LIGHT	INOPERATIVE CABIN		1/13/98 DL72E980086
FA AFT FLASHLIGHT INOP. REPLACED BATTERY, OPN NML.									
3350 IPXA	951UP 19850	BOEING 72725C				BATTERY PACK	DISCHARGED CABIN		1/16/98 UPS98225502
INSPECTION TYPE-N/A, FWD CEILING EMER LIGHT HAS NO GREEN LAMP. REMOVED AND REPLACED BATTERY PACK, OPS CHK GOOD.									
3414 IPXA	910UP 19117	BOEING 72727C				AIRSPEED IND	MALFUNCTIONED LT COCKPIT		1/13/98 UPS98225454
INSPECTION TYPE-N/A, ON CLIMBOUT CAPTAINS AIRSPEED INDICATOR BEGAN DECREASING, FO'S AIRSPEED CONTINUED TO INCREASE. STBY AIRSPEED INDICATED ZERO CAPTAINS ALTIMETER SHOWED 2800 FT/FOS SHOWED 4000. CONTINUED ERRONEOUS INDICATION FOUND STATIC LEAK AT STBY ALT/A/S INDICATOR, W/STATIC LINE CAPPED. REMOVED AND REPLACED STBY ALT/A/S IND W/REF TO M/M 34-12-06. PERFORMED PITOT STATIC LEAK CK ON CAPTS/F/O PITOT STATIC SYS W/REFTO M/M 34-11-00. NO DEFECTS NOTED.									
4920 CALA	17407 21270	BOEING 727243				TORUS 38067811	CRACKED APU COMPT	26244	1/19/98 CALA9800083
INSPECTION FOUND A 5 INCH CRACK IN INBOARD WELD SEAM OF APU TORUS ASSEMBLY. THE APU WAS REMOVED AND REPLACED IAW MM 49-10-01. LEAK AND OPERATIONAL CHECKS WERE GOOD.									

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5210 CALA	76752 21248	BOEING 727227				SKIN	CRACKED L1 DOOR		1/14/98 CALA9800031
INSPECTION FOUND A .5 INCH CRACK IN L-1 DOOR INNER SKIN. THE CRACK WAS LOCATED 4 FROM FORWARD EDGE AND 10 BELOW UPPER TORQUE TUBE. THE CRACKED AREA WAS CUT OUT IAW SRM 51-40-2, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-2, 51-10-2, AND 51-30-2.									
5210 TWAA	54351 21983	BOEING 727231				MECHANISM	OUT OF ADJUST PAX DOOR		1/4/98 TWAA9800206
STL - FLT 385 - DURING CLIMB, R-1 DOOR LEAKING AND UNABLE TO PRESSURIZE CABIN. ADJUSTED DOOR RIG. (M)									
5230 IPXA	928UP 19091	BOEING 72722C				FRAME	CRACKED CARGO DOOR		1/14/98 UPS98225459
INSPECTION TYPE-SI, FWD CARGO DOOR INBD SIDE OF FRAME CRACKED BELOW UPLATCH HOOK. STOP DRILLED CRACK, FABRICATED REPAIR PARTS, INSTALLED PER SRM 51-30-2.									
5311 AALA	871AA 21383	BOEING 727223				FRAME	BENT BS 1070		12/9/97 AALA972353
TUL - FOUND STATION 1070 FRAME BENT UPPER FLANGE STRINGER 27R-26R. STRAIGHTENED DENT INSTALLED DOUBLER PER AARD 53-10-07-3 51-40-3 AND 53-10-4. (M)									
5311 AALA	876AA 21388	BOEING 727223				FRAME	DENTED BS 580		11/20/97 AALA972235
TUL - BELL FRAME DENTED STATION 580, BETWEEN STRINGER 24L AND 25L. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER PER SRM 53-10-4 PAGE 3. (M)									
5311 AALA	876AA 21388	BOEING 727223				FRAME	DENTED BS 1090		11/20/97 AALA972226
TUL - BELL FRAME STATION 1090 ABOVE STRINGER 26L, DENTED. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER IAW SRM 53-10-4. (M)									
5311 AALA	884AA 21523	BOEING 727223				FRAME	CORRODED BS 500		11/20/97 AALA972223
TUL - FOUND CORROSION ON AFT SIDE OF FRAME OUTBOARD OF STRINGER 27R, STATION 500. REMOVED CORROSION AND REPLACED SHEAR TIE. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 520		12/11/97 AALA972387
TUL - FOUND STATIONS 520, STRINGER 25R TO 21R, BELT FRAME HAS NUMEROUS DEEP DENTS, CREASED INTO RADIUS. FABRICATED AND INSTALLED REPAIR ON FRAME PER SRM 51-40-3. (M)									
5311 AALA	730AA 20737	BOEING 727227				FRAME	DENTED BS 950		10/28/97 AALA972028
TUL - BELT FRAME DENTED ABOVE STRINGER 26L STATION 950C. REMOVED DAMAGED AREA OF BELT FRAME FAB REPAIR PIECE ASSY PER SRM CH 53-10-4 PAGE 1-6. (M)									
5311 AALA	730AA 20737	BOEING 727227				FRAME	DENTED BS 1030		10/28/97 AALA972029
TUL - BELT FRAME DENTED AT STATION 1030 BETWEEN STRINGER 27 AND 26R. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER PER SRM 53-10-4 PAGE 1-6. (M)									
5311 CALA	76752 21248	BOEING 727227				FRAME	CRACKED BS 804		1/14/98 CALA9800035
INSPECTION FOUND A 1.5 INCH CRACK IN LEFT CIRCUMFERENTIAL FRAME REINFORCEMENT PLATE AT STA 804, STRINGER 14L. A 1.5 INCH CRACK WAS ALSO FOUND IN RIGHT CIRCUMFERENTIAL FRAME REINFORCEMENT PLATE AT STA 804, STRINGER 14R. FRAME REINFORCEMENT ANGLE REPAIRS WERE ACCOMPLISHED IAW SRM 51-40-3, FIGURE 1.									

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5311 CALA	76752 21248	BOEING 727227				FRAME	CRACKED BS 312		1/14/98 CALA9800042
INSPECTION FOUND A .125 INCH CRACK AT HI-LOK IN FRAME AT STA 312 BETWEEN STRINGER 6R AND 7R. THE CRACKED AREA WAS CUT OUT, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-10-2, 51-40-5, AND 53-10-4.									
5311 CALA	76752 21248	BOEING 727227				FRAME	CRACKED BS 970		1/14/98 CALA9800025
INSPECTION FOUND A .5 INCH CRACK IN FRAME AT STA 970, S27L. A DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-4 AND 51-10-2.									
5311 CALA	76752 21248	BOEING 727227				FRAME	PUNCTURED BS 1050		1/14/98 CALA9800027
INSPECTION FOUND A HOLE THROUGH TOP OF FRAME AT STA 1050 ABOVE STRINGER 27R. THE DAMAGED AREA WAS CUT OUT, A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-4, 51-30-2, AND 51-10-2.									
5311 IPXA	214UP 21342	BOEING 7272A1				FRAME	CRACKED BS 783.95		1/13/98 UPS98225470
INSPECTION TYPE-SI, CRACK INDICATION NOTED AT FASTENER HOLE IN FRAME AT BS 783.95 APPROX WL 207 APPROX LBL 65. REPAIRED CRACK IN FRAME STA 783.95 LBL 65 WL 207 IAW UPS EO B727-5310-5474.									
5312 AALA	722AA 20730	BOEING 727227				BULKHEAD WEB	CORRODED BS 178		12/18/97 AALA972390
TUL - BS 178 WL 195-197, CORROSION ON BULKHEAD WEB ABOVE HORIZONTAL ANGLE. INSTALLED DOUBLER PER SRM 53-10-9. (M)									
5312 AALA	730AA 20737	BOEING 727227				BULKHEAD WEB	CORRODED BS 1183		10/28/97 AALA972030
TUL - FOUND CORROSION UNDER STIFFENER ON 1183 BULKHEAD RBL 18 INCHES, 22 INCHES UP. REPAIRED WEB WITH DOUBLER SRM PER 53-10-9, PAGE 11 FIG 4. (M)									
5312 IPXA	928UP 19091	BOEING 72722C				BULKHEAD	CRACKED BS 178		1/14/98 UPS98225458
INSPECTION TYPE-SI, CRACK IN BS 178 BULKHEAD RBL 9, WL 232. STOP DRILLED CRACK, FABRICATED AND INSTALLED REPAIR PER SRM 53-10-9, 51-30-2.									
5313 AALA	873AA 21385	BOEING 727223				STRINGER	CORRODED BS 1040-1057		11/10/97 AALA972151
TUL - STRINGER 27L CORRODED AT SKIN STATION 1040 TO 1057. REPAIRED STRINGER 27L IAW SRM 53-10-3 FIG 1. (M)									
5313 AALA	873AA 21385	BOEING 727223				STRINGER	CRACKED BS 720		11/10/97 AALA972150
TUL - FOUND CRACK ON STRINGER UNDER FIRST HUCK BOLT FROM END OF STRINGER AT STRINGER 15R, STATION 720B. REMOVED DAMAGED SECTION OF STRINGER AND REPAIRED PER SRM 53-10-3. (M)									
5313 AALA	873AA 21385	BOEING 727223				STRINGER	CORRODED BS 1015		11/10/97 AALA972149
TUL - CORROSION LOCATED IN BOTTOM OF STRINGER 28L. CUT OUT DAMAGED STRINGER REPLACED WITH SERVICEABLE STRINGER SPLICED BOTH ENDS. (M)									
5313 AALA	876AA 21388	BOEING 727223				STRINGER	CRACKED BS 344		11/20/97 AALA972236
TUL - STRINGER 5 RIGHT STATION 344 CRACKED TWO PLACES AT LAV ATTACH BRACKET. REMOVED DAMAGED SECTION OF STRINGER AND SPLICED STRINGER PER SRM 53-10-3. (M)									

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5313 AALA	876AA 21388	BOEING 727223				STRINGER	CORRODED BS 1030		11/20/97 AALA972233
TUL - FOUND SKIN BULGE AT STRINGER 27L, STATION 1030. CUT OUT CORRODED SECTION OF STRINGER 27L AND INSTALLED DOUBLER SPLICE PER SRM 53-10-3. (M)									
5313 AALA	876AA 21388	BOEING 727223				STRINGER	CORRODED BS 720		11/20/97 AALA972224
TUL - STRINGER 27R BLOWN OUT OUTBOARD SIDE STATION 720 PLUS 10 INCHES. REMOVED DAMAGED SECTION OF STRINGER SPLICED IN NEW SECTION PER SRM 53-10-3 FIG 1. (M)									
5313 AALA	884AA 21523	BOEING 727223				STRINGER	CORRODED BS 650		11/18/97 AALA972220
TUL - STATION 650, STRINGER 27R DEEP CORROSION IN CENTER OF STRINGER, NEXT TO RIVET. INSTALLED 'U' CHANNEL INSIDE STRINGER PER SRM 53-10-3, AFTER REMOVAL, TREATED AND PRIMED OF CORROSION. (M)									
5313 AALA	884AA 21523	BOEING 727223				STRINGER	CORRODED BS 728		11/17/97 AALA972187
TUL - STRINGER 28L HAS SEVERAL CORROSION PITS 12 INCHES FORWARD OF STATION 740 ON OUTBOARD STRINGER FLANGE. INSTALL REPAIR PER ESO 11697. (M)									
5313 AALA	891AA 22007	BOEING 727223				STRINGER	CORRODED BS 628-632		11/20/97 AALA972225
TUL - STRINGER CORRODED STRINGER 27L, STATION 628-632. CUT OUT DAMAGED SECTION OF STRINGER 27L AND INSTALLED REPAIR STRINGER PER 53-0-3 FIG 1 PAGE 3. (M)									
5313 AALA	899AA 22015	BOEING 727223				STRINGER	CORRODED BS 686-720		12/9/97 AALA972369
TUL - CORROSION FOUND ON STRINGER 28L, STATION 720-720 PLUS 4 INCHES. AFTER FUSE SKIN SECTION REMOVED, DUE TO CORROSION. REMOVED AND REPLACED DAMAGE STRINGER 28L, FROM STATION 686-720 PLUS 4 INCHES PER SRM 53-10-4. (M)									
5313 AALA	899AA 22015	BOEING 727223				STRINGER	CORRODED BS 435-445		12/11/97 AALA972391
TUL - FOUND CORROSION ON STRINGER 27R UNDER LEVELING COMPOUND. REMOVED CORRODED SECTION OF U-CHANNEL FROM STRINGER 27R, STATION 435-445 AND INSTALLED STRINGER SPLICE PER SRM 51-40-3. (M)									
5313 AALA	899AA 22015	BOEING 727223				STRINGER	CORRODED BS 685-690		12/9/97 AALA972367
TUL - FOUND CORROSION INSIDE STRINGER 27R, STATION 685-690. REMOVED OUT OF LIMIT SECTION OF STRINGER 27R, STATION 680-706, AND REPLACED WITH NEW MATERIAL PR SRM 53-10-3. (M)									
5313 AALA	899AA 22015	BOEING 727223				STRINGER	CORRODED BS 715-720		12/9/97 AALA972368
TUL - FOUND CORROSION FOUND ON STRINGER 27L, STATION 715-720, AFTER FUSELAGE SKIN SECTION REMOVED, DUE TO CORROSION. REMOVED CORROSION, TREATED, PRIMED AND INSTALLED 'U' CHANNEL IN STRINGER 27L STATION 714-720 PLUGS 6 INCH, PER SRM. (M)									
5313 AALA	899AA 22015	BOEING 727223				STRINGER	CORRODED BS 700		12/9/97 AALA972370
TUL - CORROSION FOUND ON STRINGER 28R, STATION 700, AFTER FUSE SKIN SECTION REMOVED, DUE TO CORROSION. REPLACED STRINGER SECTION OF STRINGER 28R, STATION 690 TO 720 PLUS 4 INCH PER SRM 53-10-3. (M)									
5313 AALA	706AA 22463	BOEING 727223				STRINGER	CRACKED BS 940		10/21/97 AALA971992
TUL - FOUND STRINGER 18A CRACKED AT AFT FASTENER THROUGH STATION 940 CASTING. SPLICED IN NEW STRINGER 18A SECTION PER S/B 727-53-0172. (M)									

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5313 AALA	717AA 20610	BOEING 727227				STRINGER	CORRODED BS 720		10/13/97 AALA971950
TUL - CORROSION ON STRINGER 16R, 3 INCHES FORWARD OF STATION 720E. REPAIRED STRINGER IAW SRM 51-10-3. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CORRODED BS 533		10/13/97 AALA971935
TUL - FOUND CORROSION ON STRINGER 14 RT, STATION 533. FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-4. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CRACKED FUSELAGE		10/13/97 AALA971943
TUL - STRINGER 15L CRACKED FORWARD AND AFT SIDES OF ICE LIGHT. INSTALLED STRINGER REPAIRS PER SRM 53-10-3 FIG 2. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CORRODED BS 531-537		10/13/97 AALA971944
TUL - FOUND CORROSION ON STRINGER 16R FROM STATION 531 TO 537. FABRICATED AND INSTALLED STRINGER REPLACEMENT SECTION. SPLICED AS PER SRM 53-10-3. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CRACKED BS 720		10/13/97 AALA971958
TUL - STRINGER IS CRACKED AT STATION 720B, 3 INCHES AFT OF STATION. INSTALLED STRINGER REPAIR PER SRM 53-10-3 FIG 2, PAGE 4C AND 4E. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CORROSION BS 995		10/13/97 AALA971949
TUL - INTERGRANULAR CORROSION IN BOTTOM OF STRINGER 28R. CUT OUT STRINGER SECTION FROM 977 AND 1007 AND INSTALLED REPAIR SECTION PER ESO 11697, DATED 9-19-97. (M)									
5313 AALA	717AA 20610	BOEING 727227				FITTING	CORRODED BS 1183		10/13/97 AALA971955
CORROSION ON STRINGER END FITTING 18R, AT STATION 1183. REMOVED AND REPLACED STRINGER END FITTING. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CRACKED BS 720		10/13/97 AALA971954
TUL - STRINGER 15R CRACKED 4 INCHES FORWARD OF STATION 720C. INSTALLED STRINGER REPAIR PER SRM 53-10-3 FIG 2, PAGE 4C AND 4E. (M)									
5313 AALA	717AA 20610	BOEING 727227				STRINGER	CORRODED BS 1166-1183		10/13/97 AALA971952
TUL - FOUND CORROSION ON STRINGER 18R BETWEEN STATION 1166 AND 1183. CUT OUT CORRODED SECTION OF STRINGER AND INSTALLED NEW SECTION AND REPAIRED SPLICE PER SRM 53-10-3. (M)									
5313 AALA	730AA 20737	BOEING 727227				STRINGER	CRACKED BS 720		10/28/97 AALA972024
TUL - STRINGER 15R CRACKED IN U-CHANNEL FROM WING ICE LIGHT END TO FIRST FASTENER STATION 720B. REPAIRED STRINGER PER SRM 53-10-03 FIG 1 SHEET 4, DETAIL 2. (M)									
5313 AALA	730AA 20737	BOEING 727227				STRINGER	CRACKED BS 720		10/28/97 AALA972025
TUL - STRINGER 15R CRACKED IN U-CHANNEL FROM WING ICE LIGHT END TO FIRST FASTENER AT STATION 720C. REPAIRED STRINGER PER SRM 53-10-03 FIG 1 SHEET 4 DETAIL 2. (M)									
5313 AALA	730AA 20737	BOEING 727227				STRINGER	CRACKED BS 740		10/28/97 AALA972036
TUL - FOUND STRINGER 27R CORRODED AND CRACKED STATION 740. CUT OUT DAMAGED AREA OF STRINGER. INSTALLED STRINGER SPLICE REPAIR PER SRM 53-10-3. (M)									

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5313 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED BS 720		1/14/98 CALA9800048
INSPECTION FOUND A .5 INCH CRACK IN END OF STRINGER 15L AT STA 720C. THE CRACKED AREA WAS CUT OUT, A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 53-10-3, FIGURE 5.									
5313 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED BS 720		1/14/98 CALA9800049
INSPECTION FOUND A .5 INCH CRACK IN STRINGER 15L AND 15R AT STA 720B. THE CRACKED AREAS WERE CUT OUT, REPAIR PARTS WERE FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 53-10-3, FIGURE 5.									
5313 DALA	403DA 21147	BOEING 727232				STRINGER 65583873	CORRODED BS 990		1/19/98 DL72S980147
STRINGER 30 WAS CORRODED NEAR FS 990. THE STRINGER WILL BE CUT AT FS 990 AND A REPLACEMENT SECTION SPLICED IN. REPAIR PER ERA331185-14.									
5313 DALA	297WA 22534	BOEING 727247				STRINGER	CRACKED TAIL		1/6/98 DL72W980073
DURING ROUTINE HMV, FOUND STRINGER CRACKED INSIDE ACCESS 9504ON RT SIDE 4TH BAY UP. REPAIRED PER M/M 55-30-0 ON NRC 668.									
5313 IPXA	214UP 21342	BOEING 7272A1				STRINGER	CRACKED BS 720		1/14/98 UPS98225495
INSPECTION TYPE-SI, DISCOVERED END OF STR 15L TO BE CRACKED AT BS 720+5. AREA OF DAMAGE REMOVED AND STRINGER END REPAIRED PER SRM 53-10-3 AND SRM 51-30-2.									
5314 AALA	871AA 21383	BOEING 727223				KEEL BEAM	CRACKED BS 870		12/9/97 AALA972343
TUL - KEEL BEAM CRACKED RIGHT SIDE JUST AFT OF 870. REPAIRED IAW ESO 11697 DATED 10-15-97 AND SB 53-208. (M)									
5315 FDEA	189FE 19082	BOEING 72722				FLOORBEAM 65187451	GOUGED BS 880		1/15/98 98FDEA00031
UPON REMOVAL OF RADIUS FILLER, FOUND DEEP GOUGE AT BS 880, LBL 15, WL 201.5.									
5315 AALA	876AA 21388	BOEING 727223				FLOORBEAM	CORRODED BS 1070		11/20/97 AALA972231
TUL - FOUND CORROSION ON TOP OF FLOORBEAM. INSTALLED DOUBLER ON FLOORBEAM PER SRM 53-10-8. (M)									
5315 AALA	876AA 21388	BOEING 727223				FLOORBEAM	CORRODED BS 344		11/20/97 AALA972234
TUL - STATION 344 RBL 15 CORROSION ON TOP OF FLOORBEAM. REMOVED CORROSION, FOUND BEYOND LIMITS. REMOVED DAMAGED AREA OF FLOORBOARD INSTALLED DOUBLER PER SRM 53-10-8 PAGE 9CDE AND INSTALLED FILLER FOR REMOVED AREA. (M)									
5315 AALA	730AA 20737	BOEING 727227				FLOORBEAM	CORRODED BS 344		10/28/97 AALA972033
TUL - FOUND CORROSION TOP AND BOTTOM OF FORWARD UPPER CHORD OF STATION 344 FLOORBEAM FROM LBL 12 INCHES - RBL 12 INCHES. REMOVED CORROSION, INSTALLED REPAIR PER SRM 53-10-8 FIG 7 AND ESO 11697, DATED 10-6-97. (M)									
5315 IPXA	928UP 19091	BOEING 72722C				FLOORBEAM	CORRODED BS 328		1/12/98 UPS98225455
INSPECTION TYPE-SI, CORROSION ON TOP OF FLOORBEAM BS 328 RBL 12 TO 16 WL 208 TASK CARD NR C53-224-03-1B. REPLACED FLOORBEAM DAMAGED SECTION PER SRM 53-10-1 AND 53-10-8.									

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5315 CALA	17407 21270	BOEING 727243				FLOORBEAM	CORRODED BS 380		1/17/98 CALA9800081
INSPECTION FOUND FLOORBEAM CORRODED AT CLIPNUTS, STA 380, RBL 24 TO RBL 62. TWO L-ANGLES WERE FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 53-30-8 FIGURE 8.									
5315 CALA	17407 21270	BOEING 727243				FLOORBEAM	CORRODED BS 328		1/17/98 CALA9800080
INSPECTION FOUND FLOORBEAM CORRODED AT CLIPNUT ON UPPER FORWARD FLANGE LOWER SURFACE AT STA 328, LBL 48. THE FLOORBEAM WAS REMOVED, REPAIRED, AND REINSTALLED IAW SRM 53-10-8 AND 53-20-11.									
5315 IPXA	214UP 21342	BOEING 7272A1				FLOORBEAM	CORRODED BS 380		1/12/98 UPS98225466
INSPECTION TYPE-SI, CORROSION AT BS 380 RBL 45 TO 63 WL 208 ON UPPER SURFACE OF FLOORBEAM AND BOTTOM SURFACE AT FASTENER HOLES (C53-224-01.05-01). CORROSION REMOVED IAW SRM 51-10-6 OUT OF LIMITS IAW SRM 53-10-1. REPAIRED FLOORBEAM IAW SRM 53-10-8.									
5315 IPXA	214UP 21342	BOEING 7272A1				FLOORBEAM	CORRODED BS 950		1/13/98 UPS98225468
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-02) ON TOP OF FLOORBEAM 950 RBL 25 TO 65. CORROSION REWORK OUT OF LIMITS IAW SRM 53-10-1. REPAIRED 950 FLOORBEAM RBL 25 TO 65 IAW TRAMCO/BFG EWO 98-2012 (UPS FILE 727-53-1983).									
5315 IPXA	214UP 21342	BOEING 7272A1				FLOORBEAM	CORRODED BS 480		1/8/98 UPS98225462
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) AT BS 480 LBL 45 RBL 63 WL 208 ON UPPER SURFACE OF FLOORBEAM AS MARKED. CORROSION FOUND OUT OF LIMITS PER SRM 53-10-1. FABRICATED REPAIR PARTS AND INSTALLED PER SRM 53-10-8.									
5315 IPXA	214UP 21342	BOEING 7272A1				FLOORBEAM	CORRODED BS 620		1/8/98 UPS98225461
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) ON TOP CHORD OF FLOORBEAM AT BS 620 RBL 10 WL 208. CORROSION ON CHORD FOUND TO BE OUT OF LIMITS. FABRICATED REPAIR PARTS PER SRM 53-10-8.									
5320 FDEA	189FE 19082	BOEING 72722				TEE FITTING 65504531	CORRODED BS 336		1/15/98 98FDEA00035
WHILE WORKING NR0328, FOUND CORROSION ON TEE FITTING AT BS 336, LBL 17, WL 150. *S/D* REMOVED AND REPLACED TEE FITTING AT BS 336, LBL 17, WL 155 IAW FED-EX DRAWING 65-18415.									
5320 AALA	873AA 21385	BOEING 727223				SHEAR TIE	CORRODED BS 520		11/10/97 AALA972153
TUL - FOUND CORROSION ON SHEAR TIE, BETWEEN STRINGER 26R AND 25R, INBOARD END AFT SIDE. INSTALLED NEW SHEAR TIE STATION 520 BETWEEN STRINGER 26R AND 25R PER SRM. (M)									
5320 AALA	876AA 21388	BOEING 727223				ANGLE	CORRODED BS 1176		11/20/97 AALA972237
TUL - FOUND CORROSION AROUND BOLT HOLE OF 1176 CHORD ANGLE TIED DOWN CABLE EYE BOLT RBL 48 INCHES. INSTALLED SERVICEABLE STRAP PER ESO 11697 DATED 10/21/97. (M)									
5320 AALA	876AA 21388	BOEING 727223				ANGLE	CORRODED BS 344-354		11/20/97 AALA972230
TUL - FOUND CORROSION ON CREASE ANGLE FROM FS 344 TO 354 RIGHT SIDE. REMOVED CORRODED SECTION AND INSTALLED NEW SECTION. (M)									
5320 AALA	884AA 21523	BOEING 727223				ANGLE	CORRODED BS 336		11/17/97 AALA972186
TUL - STATION 336 LBL 10 NLG DRAG BRACE SUPPORT WEB ANGLE CORRODED AT FWD SIDE. INSTALLED NEW ANGLE PER SRM 51-10-1. (M)									

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5320 AALA	884AA 21523	BOEING 727223				FITTING	CORRODED BS 1183		11/17/97 AALA972194
TUL - FS 1183, STRINGER 19LT END FITTING IS BROKEN IN TWO DUE TO SEVERE EXFOLIATION CORROSION IN STRINGER AND FITTING. REPLACED STRINGER 19L STATION 1183 END FITTING WITH NEW FITTING PER SRM 51-10-1. (M)									
5320 AALA	884AA 21523	BOEING 727223				INTERCOSTAL	CORRODED BS 554-558		11/17/97 AALA972193
TUL - FORWARD OF BS 500, OUTBOARD OF STRINGER 26R, 2 INTERCOSTAL CORRODED AND DOOR CUTOUT FRAME WEB AT STATION 553 CORRODED. BLENDED OUT CORROSION AT DOOR CUT-OUT FRAME WEB. REPLACED CORRODED INTERCOSTAL WITH NEW PARTS, TREATED AND PRIMED APPLICABLE AREAS. (M)									
5320 AALA	884AA 21523	BOEING 727223				INTERCOSTAL	CORRODED BS 950		11/24/97 AALA972241
TUL - LOWER AFT CORNER OF INTERCOSTAL CORRODED. NR 2 INSTALLED WEB REPAIR PER SRM 51-40-2, NR 1 REMOVED CORROSION, TREATED AND PRIMED. (M)									
5320 AALA	899AA 22015	BOEING 727223				SHEAR TIE	CORRODED BS 700		12/9/97 AALA972371
TUL - FORWARD OF BELT FRAME, STATION 700, SHEAR TIE CORRODED INBOARD OF STRINGER 27L. REMOVED AND REPLACED SHEAR TIE, FORWARD SIDE OF BELT FRAME, STATION 700, INBOARD OF STRINGER 27L, PER SRM 51-10-1. (M)									
5320 AALA	899AA 22015	BOEING 727223				SHEAR TIE	CORRODED BS 720		12/9/97 AALA972372
TUL - SHEAR TIE CORRODED, AROUND DOME NUTS AFT SIDE OF STATION 720 BELT FRAME, BETWEEN STRINGER 28L AND 28R. INSTALLED NEW SHEAR TIE, AFT SIDE OF STATION 720 BELT FRAME, STRINGER 28L-28R, PER SRM 51-10-1. (M)									
5320 AALA	899AA 22015	BOEING 727223				SHEAR TIE	CORRODED BS 700		12/9/97 AALA972373
TUL - SHEAR TIE CORRODED AFT SIDE OF BELT FRAME, STATION 700 BETWEEN STRINGER 27L AND 28L. REMOVED AND REPLACED SHEAR TIE, STATION 700, STRINGER 27L TO 28L PER SRM 51-10-1. (M)									
5320 AALA	717AA 20610	BOEING 727227				DOOR FRAME	CORRODED BS 410		10/13/97 AALA971957
TUL - CORROSION AROUND FORWARD E/E DOOR LOCK ON FUSELAGE. INSTALLED NEW FORWARD E/E DOOR FRAME STATION 420, STRINGER 28R TO 28L. (M)									
5320 AALA	717AA 20610	BOEING 727227				SHEAR TIE	CRACKED BS 500		10/13/97 AALA971947
TUL - SHEAR TIE CRACKED STATION 500 BETWEEN STRIGNER 25 LEFT AND 26 LEFT. REMOVED CRACKED SHEAR TIE AND INSTALLED NEW SHEAR TIE PER 53-10-3. (M)									
5320 AALA	730AA 20737	BOEING 727227				ANGLE	CORRODED BS 957		10/28/97 AALA972032
TUL - BOLTS AND ANGLES CORRODED AT THE LEFT SIDE OF KEEL BEAM AT THE EXTENSION FITTING AT BS 957. BLENDED OUT ALL CORROSION, REPLACED ANGLE WITH NEW ONE. RE-INSTALLED ALL BOLTS ON KEEL BEAM, TREATED AND PRIMED PER MM 51-20-0. (M)									
5320 CALA	76752 21248	BOEING 727227				DOUBLER	CRACKED BS 604-608		1/14/98 CALA9800047
INSPECTION FOUND THREE CRACKS AT HI-LOKS ON DOUBLER UPPER SIDE OF CARGO DOOR FRAME CUTOUT BETWEEN FS 604 TO 608, STRINGER 10R. THE CRACKS WERE .25 TO 1 INCH LONG. THE FASTENERS AND DOUBLER WERE REMOVED. A NEW DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5320 CALA	76752 21248	BOEING 727227				DOUBLER	CRACKED BS 576		1/14/98 CALA9800045
INSPECTION FOUND TWO 1 INCH CRACKS AT HI-LOK ON DOUBLER UPPER SIDE OF CARGO DOOR CUTOUT FRAME AT FS 576, STRINGER 18R. THE FASTENERS AND DOUBLER WERE REMOVED, A NEW DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									

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5320 CALA	76752 21248	BOEING 727227				INTERCOSTAL	CRACKED BS 720		1/14/98 CALA9800044
INSPECTION FOUND A .5 INCH CRACK AT SCREW HOLE IN INTERCOSTAL AT FS 720 TO 720A, BL 0. THE INTERCOSTAL WAS REMOVED AND A NEW ONE WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5320 CALA	76752 21248	BOEING 727227				PANEL	CRACKED BS 269		1/14/98 CALA9800028
INSPECTION FOUND A .125 INCH CRACK IN TOP RIGHT PANEL OF NOSE WHEEL WELL AT FS 269, RBL 10. THE FASTENERS WERE REMOVED IAW SRM 51-30-2. THE CRACKED AREA WAS CUT OUT IAW EA 5362-01016. DOUBLER, STRAP, AND FILLER WERE FABRICATED AND INSTALLED IAW EA 5362-01016 AND SRM 51-10-2.									
5320 CALA	76752 21248	BOEING 727227				PANEL	CRACKED BS 264		1/14/98 CALA9800029
INSPECTION FOUND THREE .125 INCH CRACKS IN TOP RIGHT PANEL OF NOSE WHEEL WELL AT FS 264, RBL 10. THREE .125 INCH CRACKS WERE ALSO FOUND IN TOP LEFT PANEL OF NOSE WHEEL WELL AT FS 264, LBL 10. FASTENERS WERE REMOVED AND THE CRACKED AREAS WERE CUT OUT. REPAIRS WERE FABRICATED AND INSTALLED IAW EA 5362-01016.									
5320 CALA	76752 21248	BOEING 727227				ANGLE	CRACKED BS 1263		1/14/98 CALA9800032
INSPECTION FOUND A .5 INCH CRACK IN AFT AIRSTAIR WAY RIGHT LOWER TORQUE BOX ATTACH ANGLE AT FS 1263. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5320 CALA	76752 21248	BOEING 727227				PANEL	CRACKED BS 289		1/14/98 CALA9800030
INSPECTION FOUND TWO .125 INCH CRACKS IN TOP CENTER PANEL OF NOSE WHEEL WELL AT FS 289, RBL 51. THE FASTENERS WERE REMOVED AND CRACKED AREAS WERE CUT OUT, A REPAIR WAS FABRICATED AND INSTALLED IAW EA 5362-01016.									
5320 CALA	76752 21248	BOEING 727227				SUPPORT	CORRODED BS 996		1/14/98 CALA9800050
INSPECTION FOUND FLOOR SUPPORT CORRODED AT STA 996, RBL 36. THE FLOOR SUPPORT WAS REMOVED AND A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-10-1 AND 51-10-6.									
5320 CALA	76752 21248	BOEING 727227				INTERCOSTAL	CORRODED BS 1050-1070		1/14/98 CALA9800026
INSPECTION FOUND CORROSION ALONG BOTTOM SIDE OF UPPER FLANGE OF INTERCOSTAL BETWEEN STA 1050 AND 1070 ABOVE S27R. THE L-ANGLE WAS REMOVED AND A NEW ONE WAS INSTALLED IAW SRM 51-10-1 AND 51-10-2.									
5320 CALA	76752 21248	BOEING 727227				ANGLE	CRACKED BS 1173		1/14/98 CALA9800033
INSPECTION FOUND A 1 INCH CRACK IN AFT AIRSTAIR WAY RIGHT LOWER TORQUE BOX ANGLE AT STA 1173. A NEW ANGLE WAS INSTALLED IAW SRM 53-10-10.									
5320 CALA	76752 21248	BOEING 727227				INTERCOSTAL	CORRODED BS 740		1/14/98 CALA9800034
INSPECTION FOUND INTERCOSTAL CORRODED AT STA 740. THE CORRODED ANGLE WAS REMOVED AND A NEW ANGLE WAS INSTALLED IN THE UPPER INTERCOSTAL IAW SRM 51-10-1.									
5320 CALA	76752 21248	BOEING 727227				SUPPORT	CRACKED BS 950		1/14/98 CALA9800023
INSPECTION FOUND A .5 INCH CRACK AROUND NUT PLATE HOLES IN FLOOR SUPPORT BETWEEN STA 950A AND 950B, RBL 0. THE FLOOR SUPPORT WAS REMOVED AND A NEW SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-20-14.									

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5320 CALA	76752 21248	BOEING 727227				CLIP	CRACKED BS 1183		1/14/98 CALA9800038
INSPECTION FOUND A 1 INCH CRACK IN CLIPS ATTACHED TO BULKHEAD ON LT SIDE IN AFT STAIR COMPARTMENT AT STA 1183, WL 270 AND WL 273. THE CLIPS WERE REMOVED, NEW CLIPS WERE FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5320 CALA	76752 21248	BOEING 727227				CLIP	CRACKED BS 1283		1/14/98 CALA9800037
INSPECTION FOUND A 1.5 INCH CRACK IN FRAME TO STRINGER CLIP IN AFT STAIR COMPARTMENT ON RT SIDE AT STA 1283. THE STRINGER CLIP WAS REMOVED AND A NEW CLIP WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5320 CALA	76752 21248	BOEING 727227				ANGLE	CRACKED BS 1263		1/14/98 CALA9800036
INSPECTION FOUND A 1 INCH CRACK IN FRAME TO FUSELAGE ATTACH ANGLE IN AFT STAIR COMPARTMENT ON LT SIDE AT STA 1263. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 57-30-2.									
5320 CALA	76752 21248	BOEING 727227				INTERCOSTAL	CRACKED BS 400-420		1/14/98 CALA9800043
INSPECTION FOUND A 2 INCH CRACK IN INTERCOSTAL AT FS 400 TO 420, BBL 0. THE INTERCOSTAL WAS REMOVED AND A NEW ONE WAS FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 51-30-2.									
5320 CALA	76752 21248	BOEING 727227				ANGLE	CRACKED BS 1283		1/16/98 CALA9800076
INSPECTION FOUND A 1 INCH CRACK IN FRAME TO FUSELAGE ATTACH ANGLE IN AFT STAIR COMPARTMENT, RT SIDE, STA 1283. THE ANGLE WAS REMOVED, AN ANGLE REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-40-3.									
5320 IPXA	928UP 19091	BOEING 72722C				CHORD	CORRODED BS 380/328		1/15/98 UPS98225474
INSPECTION TYPE-SI, CORROSION (SDN C53-111-01.00-01) ON NLG WHEEL WELL MID CHORD BS 318 AND BS 328 RBL 15 WL 170. REMOVED CORROSION PART OUT OF LIMITS, FABRICATED AND INSTALLED REPAIR PARTS IAW SRM 51-30-2, 51-10-2, 51-20-4, 51-20-151.									
5320 IPXA	928UP 19091	BOEING 72722C				CHORD	CORRODED BS 351		1/15/98 UPS98225475
INSPECTION TYPE-SI, CORROSION (SDN C53-111-01.00-01) ON NLG DOGHOUSE FLOOR SUPPORT CHORD AT BS 351 RBL 30 WL 170 (BELOW FLOOR). REMOVED CORROSION PART OUT OF LIMITS, FABRICATED AND INSTALLED REPAIR PARTS IAW SRM 51-21-151, 51-10-2, 51-30-2, 51-20-4 AND 51-30-5.									
5320 IPXA	928UP 19091	BOEING 72722C				CHORD 65198614	CORRODED BS 334/351		1/16/98 UPS98225491
INSPECTION TYPE-SI, CORROSION ON LOWER NOSE CHORD AROUND NUT PLATES BETWEEN BS 334 AND BS 351 RBL 17. REMOVED AND REPLACED LOWER NOSE CHORD IAW SRM 51-30-2, 51-10-2, 51-20-04, MM 51-20-151.									
5320 IPXA	928UP 19091	BOEING 72722C				STIFFENER	CORRODED BS 328		1/16/98 UPS98225492
INSPECTION TYPE-SI, CORROSION ON LOWER END OF VERTICAL STIFFENER ON NLG WHEEL WELL BS 328 LBL 15, WL 171. REMOVED AND REPLACED VERTICAL STIFFENER IAW SRM 51-30-2.									
5320 IPXA	928UP 19091	BOEING 72722C				INTERCOSTAL	CORRODED BS 303		1/16/98 UPS98225493
INSPECTION TYPE-SI, CRACK ON SIDE OF INTERCOSTAL AT STA 303 LBL 51, WL 261. REMOVED AND REPLACED INTERCOSTAL IAW SRM 51-10-1, 53-10-2, 51-10-2, 51-30-5.									

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5320 DALA	478DA 20755	BOEING 727232				WEB	CRACKED BS 1273		1/13/98 DL72S980091
FOUND DURING F-2 LETTER CHECK, .0625 INCH CRACK AT UPPER EDGE OF TORQUE BOX LIGHTENING HOLE LT SIDE STA 1273. ROUTED OUT PER M/M 53-11-0.									
5320 DALA	478DA 20755	BOEING 727232				TORQUE BOX	CRACKED BS 1263		1/13/98 DL72S980099
THE FS 1263 BEAM AND CHANNEL ON THE RT TORQUE BOX OF THE AFT VENTRAL STAIRWAY WERE FOUND WITH TYPICAL CRACKS PER S/B 53-0129. THE CRACKED PARTS WERE REPLACED PER THE S/B INSTRUCTIONS AND DOCUMENTED PER ER/A 363704-14AD.									
5320 DALA	491DA 21060	BOEING 727232				WEB	CRACKED BS 1303		1/16/98 DL72K980124
A .375 INCH CRACK PAST ROUT OUT AT LIGHTENING HOLE LT TORQUE BOX VERT WEB STA 1303. REPAIRED PER MM 53-11-0 P 828.									
5320 DALA	491DA 21060	BOEING 727232				WEB	CRACKED FUSELAGE		1/16/98 DL72K980125
A .3125 INCH CRACK LT TORQUE BOX VERT WEB LIGHTENING HOLE ADJACENT TO PREVIOUS REPAIR. REPAIRED PER MM 53-11-0 P 828.									
5320 DALA	403DA 21147	BOEING 727232				ANGLE	DAMAGED BS 1343		12/27/97 DL72S980120
TEMPORARY REPAIR STA 1343 BL 0 AFT AIRSTAIR OPENING AFT EDGE LWR SIDE. REMOVED REPAIR, CHORD ANGLE, NR 2 ENG FIREWALL PNL. BEGAN DRILLED NEW CHORD AND SKIN. COMPLETED DRILLING CHORD. OK TO INST CHORD. BEGAN INSTALLING CHORD. FINISHED INSTALLING CHORD. COMPLIED WITH ERA 363434-14 REV A.									
5320 DALA	419DA 21272	BOEING 727232				WEB 65571987	CRACKED BS 870		1/14/98 DL72S980102
DURING INSTALLATION OF PREVENTATIVE MOD ON THE LHS KEEL BEAM PER SB727-53-0208 (EO 4-64433-3), A CRACK WAS FOUND IN THE WEB JUST ABOVE THE VERT FLANGE OF THE KEEL BEAM. REPAIRED PER ERA 331201-14.									
5320 DALA	503DA 21305	BOEING 727232				WEB 65289828	CRACKED BS 870		12/8/97 DL72L980121
AT MV-2/DFW, FOUND A CRACK AT A LIGHTENING HOLE AT FS 870 IN WEB AND DBLR. REPAIRS WHERE COMPLETED PER SRM 53-10-9 FIG 5. CRACK WAS LOCATED AT THE 5 O'CLOCK POSITION.									
5320 IPXA	214UP 21342	BOEING 7272A1				CHORD BAC14902888	CORRODED BS 1166		1/14/98 UPS98225477
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-03) ON NUT PLATE AND FLOORBEAM AT STA 1166, LBL 10, WL 208. REMOVED CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-01. REPAIRED FLOORBEAM PER SRM 53-10-8.									
5320 IPXA	214UP 21342	BOEING 7272A1				BEAM 651627910	CORRODED BS 760-848		1/15/98 UPS98225497
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-02) ON LONGITUDINAL BEAM ST 760 TO 848 LBL 45 WL 208. CORROSION REWORK OUT OF LIMITS IAW SRM 53-10-1. REPLACED LONGITUDINAL BEAM IAW SRM 51-10-1, 51-30-2.									
5320 IPXA	214UP 21342	BOEING 7272A1				SILL 651757011	CRACKED BS 294-304		1/16/98 UPS98225496
INSPECTION TYPE-SI, MOPSILL CRACKED LBL 54 STA 294 TO 304 WL 208. REPLACED MOPSILL AT LBL 54 STA 294 TO 304 WL 208 IAW SRM 51-30-2.									
5320 IPXA	214UP 21342	BOEING 7272A1				SILL	CORRODED BS 950		1/4/98 UPS98225494
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-03) ON MOPSILL BETWEEN BS 950 TO 950A, LBL 65 AROUND NUT PLATE HOLES. MOPSILL BS 950 TO 950A FOUND TO BE OUT OF LIMITS SRM 51-40-4. REMOVED CORRODED AREA IAW SRM 53-10-1, FABRICATED AND INSTALLED REPAIR PARTS SRM 51-40-2.									

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5320 IPXA	214UP 21342	BOEING 7272A1				ANGLE 655615337	CORRODED BS 380-410		1/14/98 UPS98225473
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) AT MOP SILL AT BOTTOM OF RT ENTRY DOOR BS 380 TO 410 RBL 63 WL 208 TOP AND BOTTOM SURFACES. REMOVED CORROSION FOUND TO BE OUT OF LIMITS ON LWR SUPPORT ANGLE IAW 51-10-06, 53-10-1. REMOVED AND REPLACED ANGLE IAW SRM 51-30-02.									
5320 IPXA	214UP 21342	BOEING 7272A1				LINK 6516279149	CORRODED BS 740		1/12/98 UPS98225463
INSPECTION TYPE-SI, CORROSION (C53-224-01.00-02) ON EXPANSION LINK AT BS 740 TO 755 LBL 45. REMOVED CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. REMOVED AND REPLACED LINK PER SRM 51-20-1, 51-10-1, 51-30-2.									
5330 AALA	844AA 20985	BOEING 727223				SKIN	CRACKED BS 294.5		11/7/97 AALA972144
TUL - FUSELAGE SKIN CRACKED AT LOWER HINGE CUTOUT AT FORWARD ENTRY. REPAIRED PER BSB 727-53-0198 FIG 4 DETAIL 11. (M)									
5330 AALA	871AA 21383	BOEING 727223				SKIN	CRACKED BS 1090		12/9/97 AALA972352
TUL - SKIN GOUGED, GOUGE HAS CRACK AT STATION 1090 STRINGER 28R. NDT GOUGE, FOUND TO BE CRACKED. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER PER SRM 53-30-3. (M)									
5330 AALA	876AA 21388	BOEING 727223				SKIN	GOUGED BS 840		11/20/97 AALA972228
TUL - GOUGE IN SKIN AT STRINGER 2R, STATION 840 BLENDED BEYOND LIMITS. CUT OUT DAMAGE AND INSTALLED DOUBLER PER SRM 53-30-3. (M)									
5330 AALA	884AA 21523	BOEING 727223				SKIN	CORRODED BS 1016-1018		11/20/97 AALA972221
TUL - BULGE IN FUSE SKIN AT STRINGER 29R, STATION 1016 - STATION 1018. REMOVED EXCESSIVE CORROSION DAMAGE BY CUTTING SKIN AT BULGED AREA AND FABRICATED AND INSTALLED DOUBLER AND FILLER. (M)									
5330 AALA	899AA 22015	BOEING 727223				SKIN	CORRODED BS 680-720		12/16/97 AALA972422
TUL - SEVERAL AREAS OF CORROSION ON FUSELAGE BELLY SKIN FROM STATION 680 TO 720 PLUS 5 AND BETWEEN STRINGER 26R AND 26L. REMOVED DAMAGED SECTION OF SKIN AND INSTALLED A SERVICEABLE SKIN FROM STATION 680 TO 720 PLUS 5 AND STRINGER 26R TO 26L PER SRM 53-30-3. (M)									
5330 AALA	717AA 20610	BOEING 727227				SKIN	CORRODED BS 517		10/13/97 AALA971946
TUL - CORROSION UNDER LAP SPLICE STRINGER 26L, STATION 517. REPAIRED CORRODED AREA PER SRM 53-30-3 FIG 5. (M)									
5330 AALA	730AA 20737	BOEING 727227				SKIN	CORRODED BS 320-325		10/28/97 AALA972037
TUL - BULDGING SKIN AT LOWER FLANGE OF THE FORWARD LAV SERVICE PANEL BS 370-325 AND STRINGER 20R. CUT OUT CORRODED SKIN BELOW FORWARD LAVATORY SERVICE PANEL AND INSTALLED DOUBLER PER SRM 53-30-3. (M)									
5330 AALA	730AA 20737	BOEING 727227				SKIN	GOUGED BS 1315		10/28/97 AALA972027
TUL - LOWER RIGHT TORQUE BOX STATION 1315 OUTBOARD OF INBOARD LOWER CHORD ANGLE INNER FUSE SKIN HAS SEVERAL DEEP GOUGES. REMOVED DAMAGED AREA AND INSTALLED EXTERNAL SKIN PATCH PER SRM 53-30-3 FIG 1 PAGE 5. (M)									
5330 AALA	730AA 20737	BOEING 727227				SKIN	CORRODED BS 320-325		10/28/97 AALA972034
TUL - BULDGING SKIN AT LOWER FLANGE OF THE FORWARD LAV SERVICE PANEL, BS 320-325 AT STRINGER 20R. CUT OUT CORRODED SKIN AND INSTALLED DOUBLER PER SRM 53-30-3. (M)									

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5330 AALA	730AA 20737	BOEING 727227				SKIN	CORRODED BS 281-286		10/28/97 AALA972026
TUL - CRACKS EXTENDING FROM RIVETS AT STATION 9L STATION 281-286. REMOVED CRACKED AREA OF SKIN AND INSTALL FILLER AND REPAIR DOUBLER PER SRM 53-70-3, FIGURE 3. (M)									
5330 AALA	730AA 20737	BOEING 727227				SKIN	CORRODED BS 940-950		10/28/97 AALA972038
TUL - FOUND CORROSION AT FORWARD EDGE OF JOINT BETWEEN STRINGER 18A AND STATION 950 CASTING RT WHEEL WELL. REMOVED 3 SECTIONS OF CORRODED SKIN BETWEEN STATIONS 940 AND 950 AND INSTALLED FILLERS AND DOUBLERS PER ESO 11697 DATED 9-29-97. (M)									
5330 CALA	76752 21248	BOEING 727227				SKIN	DENTED BS 380		1/14/98 CALA9800022
INSPECTION FOUND LT FUSELAGE SKIN DENTED AT STA 380, S17L. REPAIR PARTS WERE FABRICATED AND INSTALLED IAW SRM 53-30-3 AND 51-10-6.									
5330 CALA	76752 21248	BOEING 727227				SKIN	DAMAGED BS 178		1/14/98 CALA9800021
INSPECTION FOUND LEADING EDGE OF FORWARD UPPER FUSELAGE SKIN PEELED UP AT RADOME, STA 178. THE DAMAGED SKIN PANEL WAS REMOVED, A NEW SKIN PANEL WAS FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 51-10-2.									
5330 CALA	76752 21248	BOEING 727227				SKIN	CORRODED BS 1352		1/14/98 CALA9800024
INSPECTION FOUND CORROSION AND DISHED RIVETS IN LT FUSELAGE SKIN JUST FORWARD OF NR 2 ENGINE FORWARD COWL, STA 1352, S20L. THE FASTENERS WERE REMOVED IAW SRM 53-30-3. THE CORRODED SKIN WAS CUT OUT, A FILLER AND DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-30-3.									
5330 IPXA	928UP 19091	BOEING 72722C				SKIN	CORRODED BS 697		12/30/97 UPS98225489
INSPECTION TYPE-SI, CORROSION (C53-224-01.00-01) ON SKIN SURFACE BS 697 RBL 17. REPAIRED SKIN IAW SRM 53-30-3 SRM 53-30-2 SRM 51-30-2 SRM 51-10-02.									
5330 DALA	419DA 21272	BOEING 727232				SKIN	CRACKED BS 304		1/14/98 DL72S980101
DURING INSPECTION PER EO4-60829-3, A CRACK WAS FOUND IN THE SKIN AND DOUBLER IN THE TYP LOCATION AS WELL AS A CRACK IN THE STRAP, BUT ONE FASTENER ROW HIGHER THAN TYP. REPAIRED PER ERA 331195-14.									
5330 DALA	502DA 21304	BOEING 727232				SKIN	CRACKED AIRSTAIR CUTOUT		1/12/98 DL72L980082
FOUND DURING F-1 LETTER CHECK, .25 INCH CRACK AT LT CORNER OF AFT AIRSTAIR CUTOUT. REPAIRED PER M/M 53-30-0.									
5330 CALA	17407 21270	BOEING 727243				SKIN	CORRODED BS 1060		1/17/98 CALA9800082
INSPECTION FOUND FUSELAGE SKIN CORRODED AT STA 1060, STRINGER 27L. THE CORROSION WAS REMOVED AND THE SKIN WAS REPAIRED IAW SRM 53-30-3.									
5330 DALA	297WA 22534	BOEING 727247				SKIN	CRACKED BS 1218		12/30/97 DL72W980157
AT HMV, FOUND SKIN AFT I/B CORNER OF OPENING FOR PNEU CONNECTION ACCESS PANEL STA 1218 RBL 10. STOP DRILLED CRACK DRILLED DOUBLER PER MM 53-30-0 FIG 872. INSTALLED PER MM 53-30-0 FIG 802.									
5330 IPXA	214UP 21342	BOEING 7272A1				SKIN	CORRODED BS 1090		1/14/98 UPS98225478
INSPECTION TYPE-SI, WHILE CLOSING FLOOR ON CARD 656802 FOUND CORROSION ON SKIN AT BS 1090 AT STR 28R. REMOVED CORROSION IAW SRM 51-10-6 REWORK OUT OF LIMITS IAW SRM 53-30-1. REPAIRED SKIN AT STA 1090 STR 28R IAW SRM 53-30-3.									

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5347 IPXA	928UP 19091	BOEING 72722C				SEAT TRACK	CORRODED BS 870-1130		1/16/98 UPS98225490
INSPECTION TYPE-SI, SEAT TRACK STA 870 TO 1130 RBL 25 HAS AREAS OF CORROSION AND MECHANICAL DAMAGE. REMOVED CORRODED AND MECHANICAL DAMAGED SEAT TRACK, FABRICATED AND INSTALLED REPAIR PARTS IAW 53-10-5, 51-30-5, 51-30-8, 51-20-2.									
5347 IPXA	214UP 21342	BOEING 7272A1				SEAT TRACK	DENTED BS 448-570		1/8/98 UPS98225460
INSPECTION TYPE-SI, CORROSION (4-25-02) ON SEAT TRACK AT BS 484 TO BS 570 BL 0 WL 208. CORROSION ON SEAT TRACK WAS FOUND TO BE WITHIN LIMITS AFTER CLEAN UP. HOWEVER, DENTS WERE FOUND ON BS 490 AND BS 571 WHICH WERE OUT OF LIMITS. SEAT TRACK WAS REPLACED FROM BS 470 TO BS 600 IN ACCORDANCE WITH SRM 53-10-5, SRM 51-30-5, SRM 51-30-8, SRM 51-10-2.									
5347 IPXA	214UP 21342	BOEING 7272A1				SEAT TRACK BAC1520792	CORRODED BS 520/610		1/12/98 UPS98225464
INSPECTION TYPE-SI, CORROSION (2-224-01) GOUGES AND BARE METAL ON SEAT TRACK AT BS 520 BS 610, LBL 60, WL 208. REMOVED CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-01. REMOVED AND REPLACED SEAT TRACK PER SRM 51-30-05, 51-30-08, MM 51-20-31, OHM 20-50-01.									
5347 IPXA	214UP 21342	BOEING 7272A1				SEAT TRACK BAC1520792	CORRODED BS 720		1/12/98 UPS98225465
INSPECTION TYPE-SI, CORROSION (4-25-02) ON SEAT TRACK AT BS 720C TO BS 745 RBL 25, WL 208. REMOVED CORROSION, FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. REMOVED CORRODED SEAT TRACK, FABRICATED, INSTALLED REPAIR SEAT TRACK IAW SRM 53-10-5.									
5347 IPXA	214UP 21342	BOEING 7272A1				SEAT TRACK	CORRODED BS 980		1/13/98 UPS98225469
INSPECTION TYPE-SI, CORROSION (4-25-02) AND MECHANICAL DAMAGE ON SEAT TRACK WELL AND TOOTH BETWEEN BS 980 TO 1010 LBL 25. CORROSION REWORK OUT OF LIMTS IAW SRM 53-10-1. MECHANICAL DAMAGE WITHIN LIMITS IAW SRM 53-10-1. SEAT TRACK WAS REMOVED AND REPLACED IAW SRM 51-30-2, 51-10-02, 53-10-05.									
5347 IPXA	214UP 21342	BOEING 7272A1				SEAT TRACK	CORRODED BS 720		1/13/98 UPS98225472
INSPECTION TYPE-SI, CORROSION (4-25-02) ON SEAT TRACK FLANGE BETWEEN BS 720D TO 720F LBL 25. CORROSION REWORK OUT OF LIMITS IAW SRM 53-10-1. REMOVED AND REPLACED SEAT TRACK BS 720D TO BS 720F LBL 25 IAW SRM 53-10-5.									
5510 AALA	717AA 20610	BOEING 727227				BEAM	CORRODED RT HORIZ STAB		10/13/97 AALA971962
TUL - CORROSION ON RIGHT UPPER TRAILING EDGE FROM TIP TO 48 INCHES INBOARD, INBOARD OF PCU, 86 INCHES FROM OUTBOARD END, 70 INCHES FROM OUTBOARD END. REMOVED OLD BEAM AND REPLACED WITH SERVICEABLE BEAM IAW SRM 51-10-1 PAGE 4. (M)									
5510 AALA	717AA 20610	BOEING 727227				BEAM	CORRODED LT HORIZ STAB		10/13/97 AALA971964
TUL - FOUND CORROSION ON LEFT HORIZ STABILIZER TRAILING EDGE BEAM, 76 INCHES FROM OUTBOARD END. REPLACED UPPER FALSE SPAR BEAM. (M)									
5510 AALA	717AA 20610	BOEING 727227				BEAM	CORRODED LT HORIZ STAB		10/13/97 AALA971936
TUL - FOUND CORROSION ON LEFT TRAILING EDGE UPPER FALSE SPAR BEAM (INBOARD OF PCU). REPLACED UPPER FALSE SPAR BEAM. (M)									
5511 AALA	706AA 22463	BOEING 727223				SPAR CAP	CORRODED RT HORIZ STAB		10/21/97 AALA971993
TUL - HEAVY CORROSION ON UPPER T/E SPAR CAP AT OUTBOARD END OF RIGHT HORIZ STAB. REMOVED CORROSION AND INSTALLED DOUBLER PER ESO 11697, DATED 10-9-97. (M)									
5511 AALA	717AA 20610	BOEING 727227				SPAR CAP	CORRODED LT HORIZ STAB		10/13/97 AALA971939
TUL - FOUND CORROSION AFT SPAR CAP BULGED TOP LEFT HORIZ STAB, FORWARD AND INBOARD OF NR 6 HINGE BEARING. REPAIRED CORROSION AREA PER ESO 11697. (M)									

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5522 DALA	502DA 21304	BOEING 727232				SKIN	DAMAGED RT ELEVATOR		1/12/98 DL72L980084
FOUND DURING F-1 LETTER CHECK, RIGHT ELEVATOR LWR SKIN DAMAGED O/B OF TAB CUTOUT. ALSO, RIGHT ELEVATOR REAR SPAR LWR LEG DAMAGED O/B OF TAB CUTOUT. SKIN REPAIRED PER 55-20-3 FIG 4. SPAR REPAIRED PER SRM 51-40-3 FIG 1.									
5530 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED VERT STAB		1/15/98 CALA9800066
INSPECTION FOUND A 1 INCH CRACK IN LT SIDE OF VERTICAL STABILIZER STRINGER NR 8 BETWEEN RIB NR 8 AND NR 9. THE FASTENERS WERE REMOVED AND A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 55-30-2.									
5530 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED VERT STAB		1/15/98 CALA9800067
INSPECTION FOUND A 1 INCH CRACK IN RT SIDE OF VERTICAL STABILIZER STRINGER NR 9 BETWEEN RIB NR 7 AND NR 8. THE CRACK WAS LOCATED AT ATTACH BOLT. THE FASTENERS WERE REMOVED AND A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 55-30-2.									
5530 CALA	76752 21248	BOEING 727227				GUSSET	CRACKED VERT STAB		1/14/98 CALA9800051
INSPECTION FOUND A .5 INCH CRACK AT TOP CORNER AND A .5 INCH CRACK AT LOWER CORNER OF GUSSET ON RT SIDE OF VERTICAL STABILIZER AT STRINGER 9 BETWEEN RIB NR 6 AND NR 7. THE GUSSET PLATE WAS REMOVED, A NEW GUSSET PLATE WAS FABRICATED AND INSTALLED IAW SRM 55-30-2.									
5530 DALA	403DA 21147	BOEING 727232				WEB	CRACKED VERT STAB		12/22/97 DL72S980107
WEB CRACKED VERTICAL STAB INTERIOR, WEB CRACKED RT SIDE OF VERTICAL APPROX STA 1303. REPAIRED PER SRM 53-10-4.									
5530 DALA	403DA 21147	BOEING 727232				WEB	CRACKED VERT STAB		12/22/97 DL72S980108
WEB CRACKED VERTICAL STAB INTERIOR, WEB CRACKED LT SIDE OF VERTICAL, APPROX STA 1303 ABOVE S-DUCT. REPAIRED PER SRM 53-10-4.									
5530 DALA	297WA 22534	BOEING 727247				STRINGER	CRACKED VERT STAB		1/6/98 DL72W980118
THE 3RD BAY DOWN INSIDE ACCESS 9504 STRINGER IS CRACKED ON LT SIDE. STOP DRILLED CRACK, DYE CKD TO VERIFY CRACK END, FAB REPAIR PARTS PER M/M 55-30-0 FIG 803. INSTALLED REPAIR.									
5530 DALA	297WA 22534	BOEING 727247				STRINGER	CRACKED VERT STAB		1/6/98 DL72W980119
THE 3RD BAY DOWN INSIDE ACCESS 9504 ON LT SIDE STRINGER HAS .25 INCH CRACK EMANATING FROM BELOW BOLT HEAD. DYE CHECKED AREA PER PS 900-6-3. AREA VERIFIED AS CRACKED. STOP DRILLED ENDS OF CRACKS. DYE CKD TO VERIFY CRACK END. FAB REPAIR PARTS PER M/M 55-30-0 FIG 803. OK TO INSTALL REPAIR.									
5530 DALA	297WA 22534	BOEING 727247				STRINGER	CRACKED VERT STAB		1/5/98 DL72W980110
STRINGER CRACKED INSIDE VERTICAL STAB RT SIDE 3RD BAY UP FROM LOWER WEB. REPAIRED PER M/M 55-30-0 FIG 803.									
5532 DALA	491DA 21060	BOEING 727232				SKIN	CRACKED VERT STAB		1/16/98 DL72K980126
1 CRACK ACROSS RIVET HOLE AT VERT. STAB SKIN FWD OF R/H LWR CORNER OF SADDLE PANEL CUT OUT. FOUND ON B-2 LETTER CHECK INSTALLED DOUBLER PER M/M 54-30-0 #1									

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5542 DALA	485DA 20865	BOEING 727232				SKIN 65233332	CRACKED RUDDER		1/12/98 DL72S980088
THE UPPER RUDDER WAS FOUND WITH MULTIPLE CRACKS ON THE RT SKIN PANEL BETWEEN RS 220 AND 242. THE PANEL WAS ORIGINALLY A BONDED ALUMINUM ASSEMBLY WITH BEADED STIFFENERS, BUT HAD BEEN PREVIOUSLY REPLACED WITH A REPAIR PANEL OF DIFFERENT CONSTRUCTION. THE PANEL HAS BEEN REPLACED WITH A NEW SKIN PANEL WITH ANGLE STIFFENERS IN PLACE OF THE ORIGINAL BEADS. THE REPAIR HAS BEEN ACCOMPLISHED PER ER/A 363680-14, REV A.									
5711 AALA	849AA 20990	BOEING 727223				SPAR WEB	CRACKED BS 870		12/16/97 AALA972412
TUL - STATIONS 870 SPAR WEB CENTER TANK CRACKED RBL 3. INSTALLED DOUBLER PER ESO 11697, DATED 12/9/97. (M)									
5711 AALA	871AA 21383	BOEING 727223				ANGLE	CORRODED WS 368-410		12/9/97 AALA972344
TUL - CORROSION ON FRONT SPAR LOWER CHORD ANGLE ON LOWER PANEL LANDING SURFACE STATION 368 TO 410. INSTALLED 301 .25 HARD STAINLESS DOUBLER .050 BY 2.625 INCH BY 55 INCHES PER AARD 57-20-00-2. (M)									
5711 AALA	874AA 21386	BOEING 727223				SPAR	CRACKED WEB		10/22/97 AALA972012
TUL - FOUND CRACK IN WING CENTER SECTION REAR SPAR WEB NEAR MILL CUT FROM RBL 3 TO RBL 5, WL 187 APPROX. REPAIRED PER ESO 11697. (M)									
5711 AALA	730AA 20737	BOEING 727227				SPAR CHORD	CORRODED BS 560-563		10/28/97 AALA972035
TUL - LEFT WING FORWARD SPAR LOWER L/E CHORD HAS CORROSION ON LOWER LAND. REMOVED CORROSION TREATED AND PRIMED AREA APPLIED DOUBLER PER AARD 57-30-00-2. (M)									
5712 CALA	76752 21248	BOEING 727227				RIB	CRACKED WS 130		1/14/98 CALA9800059
INSPECTION FOUND A .5 INCH CRACK INSIDE LT WING LEADING EDGE AT RIB LEADING EDGE STA 130 ABOVE HOT AIR DUCT PLENUM. ALSO, A .5 INCH CRACK WAS FOUND INSIDE LT WING LEADING EDGE AT RIB LEADING EDGE STATION 130 BELOW LIGHTENING HOLE AREA. DOUBLER REPAIRS WERE FABRICATED AND INSTALLED IAW SRM 51-40-3 AND 51-30-2.									
5712 CALA	76752 21248	BOEING 727227				RIB	CRACKED RT WING		1/15/98 CALA9800073
INSPECTION FOUND A 1 INCH CRACK IN RT WING LEADING EDGE RIB OUTBOARD OF NR 6 LEADING EDGE SLAT STA 234. AN ANGLE DOUBLER WAS INSTALLED IAW SRM 51-40-3.									
5712 CALA	76752 21248	BOEING 727227				RIB	CRACKED WS 106.8		1/14/98 CALA9800062
INSPECTION FOUND A 1 INCH CRACK IN RT WING LEADING EDGE RIB OUTBOARD OF BOTTLE PIN LOWER EDGE AT FSS 106.8. AN ANGLE REPAIR WAS INSTALLED IAW SRM 51-40-3.									
5712 CALA	76752 21248	BOEING 727227				RIB	CRACKED WS 106.8		1/15/98 CALA9800072
INSPECTION FOUND A .75 INCH CRACK IN RT WING LEADING EDGE RIB OUTBOARD OF BOTTLE PIN ABOVE PNEUMATIC DUCT FORWARD SUPPORT BRACKET AT FSS 106.8. A REPAIR WAS INSTALLED IAW SRM 51-40-3.									
5712 CALA	76752 21248	BOEING 727227				RIB	CRACKED WS 130		1/14/98 CALA9800061
INSPECTION FOUND A 1 INCH CRACK IN WING LEADING EDGE RIB INBOARD OF NR 4 LEADING EDGE FLAP AT LEADING EGDE STA 130. THE CRACK WAS STOP DRILLED AND AN ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-40-3, 51-10-1, AND 51-30-2.									
5713 AALA	876AA 21388	BOEING 727223				STRINGER	CRACKED WS 686.5		11/20/97 AALA972227
TUL - TOP WING STRINGER CRACKED AT WS 686.50 AFT CENTER LINE. REPAIRED STRINGER PER BOEING SERVICE BULLETIN 727-57A159. (M)									

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5713 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED WS 656.5		1/14/98 CALA9800063
INSPECTION FOUND A .75 INCH CRACK IN RT WING STRINGER AT WS 656.5, TOP OF RIB ATTACH POINT ACCESS THROUGH PANEL 7617. THE CRACK WAS STOP DRILLED AND THE AREA WAS REPAIRED IAW EA 5762-01050.									
5713 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED WS 629		1/14/98 CALA9800064
INSPECTION FOUND A .5 INCH CRACK AT FASTENER HOLE IN LT WING SECOND UPPER STRINGER FROM REAR SPAR ABOVE RIB AT WS 629. THE FASTENERS AND CLAMPS WERE REMOVED IAW SRM 51-30-2. THE CRACK WAS STOP DRILLED, REPAIR PARTS WERE FABRICATED AND INSTALLED IAW EA 5762-01050 AND SRM 51-10-6.									
5713 CALA	76752 21248	BOEING 727227				STRINGER	CRACKED WS 656.5		1/14/98 CALA9800057
INSPECTION FOUND A .5 INCH CRACK AT FASTENER HOLE IN LT WING FIRST UPPER STRINGER FROM REAR SPAR, ABOVE RIB AT WS 656.50. THE FASTENERS AND CLAMPS WERE REMOVED. THE CRACK WAS STOP DRILLED AND THE AREA WAS REPAIRED IAW EA 5762-01050.									
5720 AALA	876AA 21388	BOEING 727223				WEB	CRACKED WS 120		11/20/97 AALA972232
TUL - WEB CRACKED UNDER NR 7 SPOILER ACTUATOR CASTING, TWO PLACES. REMOVED DAMAGED SECTION OF WEB AND INSTALLED WEB REPAIR PER BOEING SERVIC BULLETIN 727-57-158. (M)									
5720 AALA	876AA 21388	BOEING 727223				STIFFENER	CRACKED BS 686.5		11/20/97 AALA972229
TUL - INSPAR STIFFENER UPPER NR 10 CRACKED AT STATION 686.50 LT WING TANK. STOP DRILLED CRACK INSTALLED DOUBLER PER BOEING SB 727-57A159. (M)									
5720 AALA	717AA 20610	BOEING 727227				ANGLE	CORRODED WS 517-523		10/13/97 AALA971938
TUL - UPPER CHORD ANGLE ABOVE NR 6 SLAT ACTUATOR HAS HEAVY CORROSION FROM FS 517 TO FS 523, FRONT SPAR. INSTALLED DOUBLER AND FASTENERS PER ESO 11697. APPLIED BRUSH COAT AND TOP COAT SEALER AFTER REMOVING CORROSION. (M)									
5720 AALA	717AA 20610	BOEING 727227				ANGLE	CORRODED BS 487-490		10/13/97 AALA971941
TUL - UPPER CHORD ABOVE NR 6 SLAT DE-ICE TUBE HAS CORROSION IN 2 PLACES FROM FS 487 TO FS 490 FRONT SPAR. INSTALLED DOUBLER AND FASTENERS PER ESO 11697. APPLIED BRUSH COAT AND TOP COAT SEALER AFTER REMOVING CORROSION. (M)									
5720 AALA	730AA 20737	BOEING 727227				CHORD	CORROSION BS 640-643		10/28/97 AALA972095
TUL - LOWER LEADING EDGE CHORD EXTRUSION HAS CORROSION AT LE STATION 640 TO 643. FABRICATED DOUBLER AND INSTALLED PER AARD 57-30-0-2 AFTER CORROSION REMOVAL TREATED AND PRIMED AREA AND DOUBLER. (M)									
5720 CALA	76752 21248	BOEING 727227				BRACKET	CRACKED WS 232		1/16/98 CALA9800078
INSPECTION FOUND A .2812 INCH CRACK OUTBOARD OF NR 8 SPOILER ACTUATOR IN RT WING INBOARD TRAILING EDGE PANEL SUPPORT BRACKET AT WS 232. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1, AN ANGLE REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-30-2 AND ECRA 5750-02878.									
5720 DALA	502DA 21304	BOEING 727232				STIFFENER	CRACKED LT FRONT SPAR		1/12/98 DL72L980083
A .75 INCH CRACK NR 3 SLAT O/B TRACK VERTICAL STIFFENER ON WING FRONT SPAR. REPLACED ANGLE PER M/M 57-20-21 NR 14.									

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5730 DALA	805EA 22436	BOEING 727225				SKIN 65877421AND2	CORRODED CENTER WING		1/18/98 DL72S980144
CORROSION WAS FOUND DURING 4-37113-3 IN THE CENTER WING LWR SKIN. DAMAGE LOCATED BETWEEN S3C AND S7C FROM RBL 15 TO RBL 32 ON THE LWR SURFACE. REPAIRED PER ERA 331186-14AD.									
5730 AALA	717AA 20610	BOEING 727227				SKIN	CORRODED WS 520		10/13/97 AALA971960
TUL - SKIN BULGED UP FROM CORROSION WHERE L/E OF TOP WING SKIN MEETS TRAILING EDGE OF L/E SKIN. CORROSION WAS REMOVED, INSTALLED FILLER DOUBLER AND REINFORCEMENT STRAP PER ESO NR 11697. (M)									
5730 CALA	76752 21248	BOEING 727227				SKIN	CRACKED WS 106		1/14/98 CALA9800060
INSPECTION FOUND FOUR .5 INCH CRACKS AROUND FASTENERS OUTBOARD OF LAMP LIGHT IN WING LEADING EDGE INTERNAL SKIN AT FSS 106. THE CRACKED AREAS WERE CUT OUT. REPAIRS WERE FABRICATED AND INSTALLED IAW SRM 51-10-6.									
5730 CALA	76752 21248	BOEING 727227				SKIN	CRACKED LT WING		1/14/98 CALA9800055
INSPECTION FOUND A .25 INCH CRACK AT LT WING FIXED UPPER LEADING EDGE SKIN AT AFT END OF CUTOUT WHERE NR 3 SLAT INBOARD HOOK ATTACHES. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-30-4.									
5730 CALA	76752 21248	BOEING 727227				SKIN	CRACKED LT WING		1/14/98 CALA9800056
INSPECTION FOUND A .25 INCH CRACK AT LT WING FIXED UPPER LEADING EDGE SKIN AT AFT END OF CUTOUT WHERE NR 4 SLAT OUTBOARD HOOK ATTACHES. A DOUBLER WAS INSTALLED IAW SRM 57-30-4.									
5730 CALA	76752 21248	BOEING 727227				SKIN	CRACKED RT WING		1/15/98 CALA9800071
INSPECTION FOUND A .25 INCH CRACK IN RT WING LEADING EDGE SKIN AT NR 6 SLAT OUTBOARD HOOK. THE CRACK WAS STOP DRILLED PER SRM 51-10-1, A DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-30-4.									
5730 CALA	76752 21248	BOEING 727227				SKIN	CRACKED WS 224		1/14/98 CALA9800058
INSPECTION FOUND A 2 INCH CRACK IN LEADING EDGE SKIN AT DOUBLER STRAP INSIDE LT WING DIRECTLY ABOVE NR 2 LEADING EDGE FLAP ACTUATOR AT WS 224. THE CRACKED DOUBLER WAS REMOVED, A NEW DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5730 CALA	76752 21248	BOEING 727227				SKIN	CRACKED WS 224		1/16/98 CALA9800077
INSPECTION FOUND A 2 INCH CRACK IN RT WING LEADING EDGE LOWER SKIN ABOVE NR 5 LEADING EDGE FLAP ACTUATOR, WS 224. THE CRACKED AREA WAS REMOVED AND A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-2.									
5744 DALA	472DA 20749	BOEING 727232				FLAP TRACK SHIM	MIGRATED RT INBD TRACK		1/9/98 DL72K980079
DURING INSPECTION PER DAL SI 4-58662-12AD (AD 90-07-05), THE LAMINATED SHIM OF THE RT INBD FLAP TRACK WAS FOUND MIGRATED BEYOND THE .25 ALLOWED LIMIT. THE MIGRATED SHIM WAS REINSTALLED PER AD REQUIREMENTS AND ACCOMPLISHED PER ER/A 363668-14AD.									
5752 CALA	76752 21248	BOEING 727227				SKIN 652172641K	BENT LT AILERON TAB		1/15/98 CALA9800070
INSPECTION FOUND LT WING OUTBOARD AILERON TAB LOWER LEADING EDGE SKIN BENT AND DEBONDED. THE AILERON TAB WAS REMOVED AND REPLACED IAW MM 27-10-41.									

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5753 DALA	8882Z 21579	BOEING 727225				ANGLE 652163229	CRACKED NR 2 TE MIDFLAP		12/22/97 DL72S980156
THE MIDFLAP WAS FOUND TO HAVE A CRACKED REAR SPAR ANGLE DURING SHOP VISIT. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0 BY INSTALLING A DOUBLER.									
5753 DALA	8882Z 21579	BOEING 727225				ANGLE 652163229	CRACKED NR 2 TE MIDFLAP		12/22/97 DL72S980155
THE MIDFLAP WAS FOUND WITH A CRACKED REAR SPAR ANGLE DURING SHOP VISIT. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0 BY INSTALLING A DOUBLER.									
5753 DALA	8882Z 21579	BOEING 727225				COVE SKIN 652163229	CRACKED NR 2 TE FLAP		12/22/97 DL72S980154
DURING SHOP VISIT/INSPECTION, THE NR 2 MIDFLAP COVESKIN WAS FOUND CRACKED 31 INCHES FROM I/B END AT DRIVE ROD CUTOUT. THE COVESKIN WAS REPAIRED PER 727 MM 57-52-0 BY REMOVING THE CRACK AND INSTALLING A DOUBLER.									
5753 DALA	8882Z 21579	BOEING 727225				ANGLE 652163229	REPAIRED NR 2 TE MIDFLAP		12/22/97 DL72S980153
DURING SHOP VISIT/INSPECTION, THE NR 2 MIDFLAP AFT SPAR ANGLE WAS FOUND CRACKED 32 FROM THE I/B END OF FLAP. THE DAMAGE WAS REPAIRED PER 727 MM 57-52-0 BY INSTALLING A DOUBLER.									
5753 DALA	805EA 22436	BOEING 727225				ANGLE	REPAIRED NR 3 TE MIDFLAP		12/9/97 DL72S980106
NR 3 MIDFLAP WAS FOUND WITH A CRACKED LOWER AFT SPAR ANGLE DURING SHOP INSPECTION. THE ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0.									
5753 DALA	805EA 22436	BOEING 727225				ANGLE	REPAIRED NR 3 TE MIDFLAP		12/9/97 DL72S980104
NR 3 MIDFLAP WAS FOUND WITH A CRACK IN THE AFT LOWER SPAR ANGLE DURING SHOP INSPECTION. THE ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0.									
5753 DALA	805EA 22436	BOEING 727225				ANGLE	CRACKED NR 3 TE MIDFLAP		12/9/97 DL72S980105
NR 3 MIDFLAP WAS FOUND WITH A CRACKED LOWER AFT SPAR RAIL. DURING SHOP INSPECTION, THE ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0.									
5753 CALA	76752 21248	BOEING 727227				SKIN	CORRODED LT TE MIDFLAP		1/14/98 CALA9800054
INSPECTION FOUND LT WING INBOARD MIDFLAP SKIN CORRODED OUTBOARD OF INBOARD CARRIAGE MOUNT AREA. A SKIN REPAIR WAS INSTALLED IAW SRM 57-50-4.									
5753 IPXA	928UP 19091	BOEING 72722C				FLAP TRACK 65192085	CORRODED NR 2 TE FLAP		12/30/97 UPS98225456
INSPECTION TYPE-SI, CORROSION (C57-581-06.00-03) NR 2 FLAP TRACK FRONT MOUNT FORKS HAVE CORROSION ON INNER FACE. REMOVED AND REPLACED IAW SRM 51-30-2, OHM 57-40-1, FAB NR 47282 AND MM 27-51-31.									
5754 DALA	478DA 20755	BOEING 727232				ANGLE	CRACKED NR 7 SLAT		1/13/98 DL72S980097
FOUND DURING F-2 LETTER CHECK, NR 7 SLAT COVE SKIN ANGLE CRACKED O/B OF I/B UPSTOP PAD. REPAIRED PER M/M 57-54-0.									
5754 DALA	403DA 21147	BOEING 727232				WEB	CRACKED NR 6 LE FLAP		12/23/97 DL72S980109
NR 6 L/E SLAT INTERNAL WEB CRACKED ON O/B SIDE OF SLAT TRACK MT FITTING. REPAIRED PER MM 57-40-00.									

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5754 IPXA	214UP 21342	BOEING 7272A1				LUG 65162256A	CORRODED NR 4 LE FLAP		1/12/98 UPS98225467
INSPECTION TYPE-SI, NR 4 K-FLAP HAS CORROSION ON O/B UPPER LUG WHERE BONDING JUMPER ATTACHES. REMOVED AND REPLACED NR 4 K-FLAP IAW OHM 57-51-21 AND MM 27-81-01.									
5755 DALA	478DA 20755	BOEING 727232				SKIN	DELAMINATED NR 3 SPOILER		1/13/98 DL72S980092
FOUND ON F-2 LETTER CHECK, NR 3 SPOILER TOP SKIN DELAMINATED O/B END 23 X 9. MADE FIBERGLASS REPAIR PER SRM 57-50-6 FIG 1.									
7110 DALA	297WA 22534	BOEING 727247				ANGLE	WORN NR 2 ENG COWL		1/6/98 DL72W980143
THE NR 2 ENGINE FWD COWL MATING SURFACE ANGLE (STA 1352) IS WORN AT 6 O'CLOCK POSITION. ROUTED OUT DAMAGE PER MM 53-11-0 PG 801. INSTALLED REPAIR ANGLE AND FILLES INSTALLED CLOSE OUT PANELS.									
2131 SWAA	721WN 22607	BOEING 7372T4				CONTROLLER 7638101	FAILED COCKPIT		12/5/97 SWAA971076
AFTER TAKEOFF, CREW WAS UNABLE TO MAINTAIN CABIN PRESSURE. RETURNED TO DAL AND MADE AN UNEVENTFUL LANDING. REPLACED PRESSURE CONTROLLER PER BOEING M/M.									
2131 SWAA	721WN 22607	BOEING 7372T4				CONTROLLER 7638101	FAILED COCKPIT		12/5/97 SWAA971075
AFTER TAKEOFF, CREW WAS UNABLE TO MAINTAIN CABIN PRESSURE. RETURNED TO DAL AND MADE AN UNEVENTFUL LANDING. REPLACED PRESSURE CONTROLLER PER BOEING M/M.									
2150 DALA	310DA 23082	BOEING 737232			32194211	VALVE	STUCK OPEN NR 1 PACK		1/15/98 DL73K980113
F/A REPORTED, DENSE ACRID SMOKE IN CAB AFTER T/O. SMOKE CONCENTRATED FROM ROWS 4 TO 10. DENSE FROM 4 FT ABOVE FLOOR TO CEILING CAB LIGHTS WERE LOW. SMOKE APPEARED TO BE GREY OR WHITE. CHANGED LT 35 DEGREE VLV AND SENSOR. RUN UP BOTH PACKS WITH ENGINE. FOUND SYSTEM NORMAL.									
2160 F3LA	303FL 25039	BOEING 7373M8				TEMP CONTROL 3964421	FAILED LT PACK		12/29/97 F3LA97171
FLT 43 - DEN - AIR TURN BACK, FLIGHT CREW REPORTED AIRCRAFT WOULD NOT PRESSURIZE. REPLACED LT PACK TEMP CONTROL VALVE AND CHECKED OK. (M)									
2560 W8PA	945WP 24212	BOEING 7373K9				SLIDE	DETACHED L1 DOOR		1/14/98 W8PA980012
FORWARD ENTRY DOOR EMERGENCY ESCAPE SLIDE IS DETACHED FROM DOOR. REINSTALLED SLIDE.									
2730 SWAA	85SW 22826	BOEING 7372H4				PCU 654476114	LEAKING ELEVATOR		12/12/97 SWAA971078
AFTER TAKEOFF, EXPERIENCED B-SYSTEM HYDRAULIC FAILURE. RETURNED TO TPA AND MADE AN UNEVENTFUL LANDING. REPLACED ELEVATOR PCU PER BOEING M/M.									
2730 W8PA *****	963WP 28868	BOEING 73733R				CONTROLS	MALFUNCTIONED ELEVATOR		1/14/98 W8PA980018
ELEVATOR JAMMED ON LANDING FLARE. REQUIRED APPROX 50 TO 60 LBS FORCE TO FREE THE ELEVATOR. INSPECTED ELEVATORS, ELEVATOR POWER CONTROL UNIT, ALL ACCESSIBLE ELEVATOR CONTROL ASSY AND NO DEFECTS NOTED. COULD NOT DUPLICATE BINDING OR JAMMING.									
2750 ASAA	746AS 23123	BOEING 7372X6C				RETRACT MECH	OUT OF ADJUST TE MID FLAP		12/6/97 ASAA9710130
SEA - DURING C-CHECK, A PROBLEM WAS ENCOUNTERED DURING RIGGING OF THE OUTBOARD AFT FLAP TO MID FLAP. REPAIRED PER EA 5750-01061 AND BOEING TELEX ASA-SEA-97-0489RR. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

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2780 SWAA	365SW 26576	BOEING 7373H4				MODULE	FAILED E/E COMPT		12/5/97 SWAA971084
AFTER TAKEOFF, NR 2 SLAT INDICATION REMAINED IN TRANSIT. RETURNED TO STL AND MADE AN UNEVENTFUL LANDING. RERACKED SLAT/FLAP MODULE PER BOEING M/M.									
2820 SWAA	311SW 23333	BOEING 7373H4				FUEL SYST	VENTING LT WING		12/20/97 SWAA971081
DURING TAKEOFF, TOWER INFORMED CREW OF FLUID VENTING FROM LEFT WING, APPROX 5 FT FROM WINGTIP. AIRCRAFT RETURNED TO PHX AND MADE AN UNEVENTFUL LANDING. PERFORMED INSPECTION OF WING AND FUEL DUMP SYSTEM PER BOEING M/M WITH NO DEFECTS NOTED.									
2910 DALA	311DL 23083	BOEING 737232	PWA JT8D15A			HYD LINE 000AE908T06	RUPTURED NR 2 ENGINE		1/13/98 DL73K980098
ON EXTENSION OF FLAPS HHD LIGHT LOW PRESSURE ILLUMINATED WITH A-SYS QTY NEAR ZERO. REPLACED HYDRAULIC LINE.									
2910 DALA	329DL 23101	BOEING 737232	PWA JT8D15A			HYD LINE 000AE908T06	RUPTURED NR 2 ENGINE		1/13/97 DL73S980089
ON CLIMBOUT AT 12000, THE MASTER CAUTION AND HYD LIGHTS ILLUMINATED ON GLARESHIELD PANEL. ENG NR 2 HYD PUMP LOW PRESSURE ILLUMINATED ON OVERHEAD PANEL, QTY WENT TO 0. RETURNED TO ATLANTA. MTC IN PROGRESS, BROKEN HYD PRESS LINE RT ENG PUMP. REPLACED LINE.									
2910 W8PA	950WP 23229	BOEING 737301				LINE	LEAKING B-HYD SYSTEM		1/13/98 W8PA980014
LOST QUANTITY AND PRESSURE ON B-HYDRAULIC SYSTEM AFTER PUSHBACK. REMOVED AND REPLACED HYDRAULIC PRESSURE LINE FROM B-SYSTEM ELECTRIC HYDRAULIC PUMP. FUNCTIONAL AND LEAK CHECK CHECK GOOD.									
2910 CALA	18622 27526	BOEING 737524				HYD PWR PANEL 693731789	INOPERATIVE COCKPIT	9902	1/12/98 CALA9800015
CREW REPORTED, LOOSING BOTH ENGINE DRIVEN HYDRAULIC PUMPS WHILE EN ROUTE. THE NR 1 AND NR 2 HYDRAULIC PUMP LOW PRESSURE LIGHTS ILLUMINATED. WHILE TRYING TO ISOLATE PROBLEM THE SYSTEM CAME BACK ON LINE. THE AIRCRAFT WAS DIVERTED TO CLE WHERE IT LANDED WITHOUT INCIDENT. BOTH HYDRAULIC PUMPS WERE INSPECTED AND FOUND GOOD. THE HYDRAULIC POWER CONTROL PANEL WAS REMOVED AND REPLACED IAW MM 29-11. IN ADDITION, THE BUS PROTECTION PANEL WAS REPLACED AS A PRECAUTIONARY MEASURE, OPERATIONAL CHECKS WERE GOOD.									
2932 SWAA	634SW 27937	BOEING 7373H4				PRESSURE SWITCH 122SP6	INOPERATIVE B-HYD SYST		12/27/97 SWAA971082
EN ROUTE, B-SYSTEM LOW OIL PRESSURE LIGHT ILLUMINATED. AIRCRAFT RETURNED TO PHX AND MADE AN UNEVENTFUL LANDING. REMOVED AND REPLACED B-SYSTEM CONTROL MODULE LOW PRESSURE SWITCH PER BOEING M/M.									
3230 CALA	14233 19887	BOEING 737217				CABLE	OUT OF ADJUST RT MLG		1/14/98 CALA9800039
THE LANDING GEAR HANDLE COULD NOT BE MOVED BEYOND THE OFF POSITION AFTER TAKEOFF. ABNORMAL PROCEDURES WERE COMPLIED WITH AND THE AIRCRAFT WAS RETURNED TO BOS WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE RT MLG TELEFLEX CABLE OUT OF ADJUSTMENT. THE CABLE AND AIR SAFETY SENSOR WERE ADJUSTED IAW MM 32-09-200. A GEAR SWING WAS PERFORMED SEVERAL TIMES AND NO DEFECTS WERE NOTED.									
3230 CALA	14324 23375	BOEING 7373T0				ACTUATOR 651781914	INOPERATIVE NLG LOCK		1/14/98 CALA9800040
THE AIRCRAFT HAD A BRIEF HISTORY WHERE THE LANDING GEAR WAS SLOW TO EXTEND. REPLACING THE LANDING GEAR TRANSFER VALVE DID NOT HELP. MAINTENANCE REMOVED AND REPLACED THE NLG LOCK ACTUATOR AND NLG TRANSFER CYLINDER. AN OPERATIONAL TEST AND GEAR SWING WERE PERFORMED IAW MM 32-31 WITH NO FAULTS NOTED.									
3350 AWXA	708AW 19771	BOEING 737112				BATTERY 321430	DISCHARGED CABIN		1/14/98 AWXA9800022
OUTSIDE L-WING EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY FOR L OUTSIDE EMERGENCY LIGHTS SYSTEM, OPS CK GOOD. STC NR SA1889SO.									

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3350 F3LA	214AU 20214	BOEING 737201				CONNECTOR	FAILED CABIN		12/25/97 F3LA97170
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED LEFT OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. MAINTENANCE REPLACED CANNON PLUG WIRE CONNECTING PIN AND CHECKED OK. (M)									
3350 TSAA	820AL 22138	BOEING 737230C				LIGHT 963100211	INOPERATIVE CABIN		12/29/97 TSAA9733383
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHT INOP. REPLACED LIGHT ASSY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	819AL 23791	BOEING 73725A				BULB 1619	FAILED CABIN		12/28/97 TSAA9733382
ON SERVICE CHECK, FOUND RIGHT OVERWING EMERGENCY LOWER SLIDE LIGHT OUT. RELAMPED OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	819AL 23791	BOEING 73725A				BULB 1619	FAILED CABIN		12/28/97 TSAA9733381
ON SERVICE CHECK, FOUND RIGHT AFT EMERGENCY SLIDE LIGHT OUT. RELAMPED OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		12/24/97 TSAA9733375
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 AWXA	138AW 22792	BOEING 7372E3				WIRE	BROKEN CABIN		1/15/98 AWXA9800023
D-ROW 6ABC EMERGENCY LIGHT INOP. FOUND BROKEN WIRE STC NR SA3432NM.									
3350 TSAA	805AL 21809	BOEING 7372M6C				LIGHT ASSY 963100211	INOPERATIVE CABIN		12/25/97 TSAA9733377
ON SERVICE CHECK, FOUND NR 1 POSITION EMERGENCY FLOOR LIGHTING INOP. REPLACED FLOOR LIGHT ASSEMBLY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	805AL 21809	BOEING 7372M6C				BATTERY PACK 86210066	DISCHARGED CABIN		12/25/97 TSAA9733376
ON SERVICE CHECK, FOUND NR 4 POSITION EMERGENCY FLOOR LIGHTING INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	806AL 21927	BOEING 7372S2C				LIGHT 1102833	INOPERATIVE CABIN		11/26/97 TSAA9733307
ON SERVICE CHECK, FOUND FORWARD SERVICE DOOR EMERGENCY DOOR LIGHT INOP. REPLACED LIGHT ASSY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	806AL 21927	BOEING 7372S2C				LIGHT 1000679	INOPERATIVE CABIN		11/26/97 TSAA9733306
ON SERVICE CHECK, FOUND AFT ENTRY DOOR PORTABLE EMERGENCY EXIT LIGHT BATTERY WEAK. REPLACED EXIT LIGHT. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	807AL 23443	BOEING 7372T4				POWER SUPPLY 6013211	INOPERATIVE CABIN		11/27/97 TSAA9733308
ON SERVICE CHECK, FOUND FORWARD EMERGENCY SLIDE LIGHT INOP. REPLACED BATTERY POWER SUPPLY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	807AL 23443	BOEING 7372T4				BULB 1619	FAILED CABIN		12/31/97 TSAA9733384
ON SERVICE CHECK, FOUND LEFT WING EMERGENCY SLIDE LIGHT INOP. REPLACED BULB. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

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3350 TSAA	807AL 23443	BOEING 7372T4				POWER SUPPLY 6013211	INOPERATIVE CABIN		11/27/97 TSAA9733309
ON SERVICE CHECK, FOUND LEFT OVERWING EMERGENCY LIGHT INOP. REPLACED BATTERY POWER SUPPLY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 DALA	313WA 23599	BOEING 737347			BPS73	BATTERY PACK CABIN	DISCHARGED CABIN		1/13/98 DL733980094
ON LAYOVER INSP, FOUND SEVERAL SECTIONS OF FLOOR EMER EXIT LIGHTING WEAK. REPLACED 1 PWR SUPPLY RACK WITH BATTERY, SYS NOW OPS NML.									
3350 DALA	313WA 23599	BOEING 737347			20131A	BATTERY PACK CABIN	DISCHARGED CABIN		1/13/98 DL733980093
ON LAYOVER CK, FOUND SEVERAL SECTIONS OF CABIN FLOOR EMER EXIT LIGHTING WEAK. REPLACED 2 BATTERY PACKS.									
3350 AWXA	328AW 23377	BOEING 7373B7				LIGHT 831136	INOPERATIVE CABIN		1/9/98 AWXA9800020
EMERGENCY TRACK LIGHT OUT AT ROW 14, RELEASED UNDER MEL33-19 CONTROL NUMBER 93666. REPLACED LIGHT ASSY, CK GOOD, MEL CLEARED.									
3350 W8PA	945WP 24212	BOEING 7373K9				LAMP OL3071BPEGPL	FAILED CABIN		1/13/98 W8PA980011
DURING DAILY CHECK, FOUND EMERGENCY FLOOR TRACK LIGHTING INOP AT ROW 1, 2, AND 3. RELAMPED TRACK LIGHTING, OPS CHECK GOOD.									
3350 W8PA	956WP 24299	BOEING 7373Q8				WIRE	DISCONNECTED CABIN		1/16/98 W8PA980019
EMERGENCY TRACK LIGHTING IS INOP AT ROWS 20 THROUGH 23. FOUND WIRE DISCONNECTED AT ROW 20. RECONNECTED WIRE, OPS CHECK NORMAL.									
3350 CALA	34315 23366	BOEING 7373T0			RADIANT	BATTERY PACK 20131A	DISCHARGED CABIN		1/16/98 CALA9800074
THE FORWARD LEFT ENTRY DOOR EMERGENCY LIGHT FAILED FUNCTIONAL CHECK. THE BATTERY PACK WAS REMOVED AND REPLACED.									
3350 AWXA	323AW 23684	BOEING 7373Y0				WIRE	BROKEN CABIN		1/6/98 AWXA9800021
EMERGENCY LIGHT ROW C INOP. FOUND WIRE BROKEN SPLICED IN WIRE, OPS CK NORMAL.									
3442 SWAA	332SW 23696	BOEING 7373H4				RT UNIT 066500080102	INOPERATIVE COCKPIT		12/12/97 SWAA971079
EN ROUTE, WEATHER RADAR BEGAN DISPLAYING FALSE RETURNS. AIRCRAFT DIVERTED TO BHM AND MADE AN UNEVENTFUL LANDING. REPLACED RADAR R/T UNIT PER BOEING M/M.									
3610 SWAA	698SW 23826	BOEING 737317				WIRE HARNESS	SHORTED NR 2 ENGINE		12/30/97 SWAA971083
DURING CLIMBOUT, CREW WAS UNABLE TO CONTROL CABIN PRESSURE USING AUTO AND STANDBY MODES. AIRCRAFT RETURNED TO SLC AND MADE AN UNEVENTFUL LANDING. PERFORMED PRESSURE CONTROL SYSTEM TEST, NO DEFECTS NOTED. FOUND NR 2 ENGINE BLEED CONTROL C/B CONTINUALLY TRIPPING. REPAIRED WIRING AT NR 2 ENGINE PRSOV WIRING HARNESS PER BOEING M/M.									
5101 SWAA	357SW 26594	BOEING 7373H4				STRUCTURE	BIRD STRIKE AIR FRAME		12/18/97 SWAA971080
AFTER TAKEOFF, SUSTAINED BIRD STRIKE TO AIRCRAFT. AIRCRAFT DIVERTED TO SMF AND MADE AN UNEVENTFUL LANDING. PERFORMED BIRD STRIKE INSPECTION PER BOEING M/M WITH NO DEFECTS NOTED.									

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5210 ASAA	741AS 21959	BOEING 7372Q8C				LATCH MECHANISM	LACK OF LUBE L2 DOOR		12/10/97 ASAA9710135
ANC - FLT 46 - DURING GROUND OPERATIONS, THE LEFT AFT ENTRY DOOR, AIRSTAIR WAS VERY DIFFICULT TO CLOSE. INSPECTED LEFT AFT DOOR HINGE AND LATCH MECHANISM, NO DEFECTS NOTED. LUBED DOOR HINGES AND LATCH MECHANISM, DOOR OPERATED NORMALLY. (M)									
5210 ASAA	783AS 25114	BOEING 7374Q8				RETAINING CLIP	MISSING L1 DOOR		12/11/97 ASAA9740097
SNA - FLT 495 - PRIOR TO FLT THE L1 DOOR OVER CENTER LOCK WOULD NOT RELEASE TO CLOSE DOOR. CONTRACT MAINTENANCE INSPECTED AND CONFIRMED DOOR CLOSED. AIRCRAFT RELEASED FOR FERRY FLT TO LAX FOR REPAIR. LAX MAINTENANCE FOUND RETAINING CLIP FOR OVERCENTER LOCK MISSING CAUSING SUPPORT PIN TO PROTRUDE. REPLACED RETAINING CLIP AND SUPPORT PIN, DOOR OPERATED NORMALLY. (M)									
5230 TSAA	802AL 22148	BOEING 7372S5C				SKIN	DAMAGED CARGO DOOR		11/25/97 TSAA9733305
FLT 942 - LIH-HNL - AFTER ARRIVAL, GROUND CREW FOUND THE MAIN CARGO DOOR TO HAVE EXTERNAL SKIN DAMAGE ON THE MAIN CARGO DOOR AT BS 460, STRINGER 17, SKIN PULLED BACK .5 INCH BY 1 INCH. AIRCRAFT REPAIRED PER ECO 2788. AIRCRAFT RETURNED TO SERVICE. (M)									
5315 ASAA	746AS 23123	BOEING 7372X6C				FLOORBEAM	CORRODED BS 947.5		12/6/97 ASAA9710132
SEA - DURING C-CHECK, CORROSION WAS FOUND ON THE UPPER AND LOWER SURFACES ON THE FORWARD FLANGE EDGE OF BS 947.5 FLOORBEAM AT LBL 4.25, 9.50, AND 15.25. REPAIRED PER EA 5310-01564 AND BOEING TELEX ASA-SEA-97-0315RR. (M)									
5315 ASAA	746AS 23123	BOEING 7372X6C				FLOORBEAM	CORRODED BS 947		12/6/97 ASAA9710133
SEA - DURING C-CHECK, CORROSION WAS FOUND AROUND THE NUTPLATE HOLES ON THE AFT LOWER FLANGE OF BS 947 FLOORBEAM. REPAIRED PER EA 5310-01565 AND BOEING TELEX ASA-SEA-97-0484RR. (M)									
5315 CALA	14341 23579	BOEING 7373T0				FLOORBEAM	CORRODED BS 312		1/17/98 CALA9800084
INSPECTION FOUND FLOORBEAM CORRODED AT STA 312, LBL 10 TO RBL 30. THE FLOORBEAM WAS REPAIRED IAW SRM 53-10-51.									
5315 CALA	14341 23579	BOEING 7373T0				FLOORBEAM	CORRODED BS 328		1/17/98 CALA9800085
INSPECTION FOUND FLOORBEAM CORRODED AT STA 328, BBL 0 TO RBL 30. THE FLOORBEAM WAS REPAIRED IAW SRM 53-10-51.									
5320 P2EA	209US 19548	BOEING 737222				ANGLE	CORRODED BS 947.5		12/5/97 P2EA97096
SJO - DISCREPANCY FOUND DURING SCHEDULED C-CHECK MAINTENANCE, SKIN BULGED AT LOWER FUSELAGE STATION 947.5, BETWEEN STRINGER 24 LEFT AND STRINGER 26 LT. REPLACED T-ANGLE AT STATION 947.5 BETWEEN STRINGER 24 AND STRINGER 26 LEFT IAW SRM 51-10-01 AND SRM 51-30-02. FABRICATED REPLACEMENT ANGLE IAW COOPESA EO COO-3-53-558-97 AND COOPESA DWG 353-460-97 DATED 12/09/97. DOCUMENTED ON FAA FORM 8110-3. (M)									
5320 ASAA	778AS 25110	BOEING 7374Q8				BRACKET 6978602	CORRODED BS 729.35		12/19/97 ASAA9740101
SEA - DURING C-CHECK, THE RT MLG FAIRING BRACKET AT STATION 729.35 WAS FOUND TO BE CORRODED AROUND ONE FASTENER HOLE. REPAIRED PER EA 5320-01330. (M)									
5320 ASAA	778AS 25110	BOEING 7374Q8				FITTING	CORROSION BS 729.35		12/19/97 ASAA9740100
SEA - DURING C-CHECK, THE RT MLG FAIRING ATTACH POINT AT STATION 729.35 WAS FOUND TO HAVE TWO ELONGATED HOLES AND CORROSION AROUND ONE FASTENER HOLE. REPAIRED PER EA 5320-01329. (M)									

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5330 F3LA	214AU 20214	BOEING 737201				SKIN 651842023	CRACKED FUSELAGE		12/2/97 F3LA97167
PAE - CRACK IN UPPER AFT CORNER OF L-3 WINDOW CUTOUT. INSTALLED EXTERNAL REPAIR DOUBLER IAW SRM 53-30-3. (M)									
5330 F3LA	214AU 20214	BOEING 737201				SKIN 654576778	CORRODED BS 416		12/2/97 F3LA97164
PILLOWING SKIN BETWEEN RIVETS AT BS 416, STRINGER 221. REMOVED FASTENERS AND DISCOVERED CORROSION BETWEEN SKIN AND STRINGER, CORROSION ON SKIN OUT OF LIMITS IAW SRM 53-30-1. CUT OUT DAMAGED SECTION OF SKIN AND ACCOMPLISHED EXTERNAL SKIN REPAIR IAW SRM 53-30-3. (M)									
5330 CALA	34315 23366	BOEING 7373T0				SKIN	GOUGED BS 1016		1/13/98 CALA9800020
INSPECTION FOUND A GOUGE IN FUSELAGE SKIN AT STA 1016, S27R. A DOUBLER PLATE WAS INSTALLED IAW SRM 53-60-01.									
5330 ASAA	783AS 25114	BOEING 7374Q8				SKIN	DAMAGED BS 887-927		12/16/97 ASAA9740099
OAK - FLT 437 - AIR TURN BACK TO OAK, DUE TO TAIL-SKID STRUCK ON TAKEOFF. OAK MAINTENANCE FOUND FUSELAGE SKIN AND SHEAR TIE DAMAGE AT FUSELAGE STATION 887, 907, AND 927. REMOVED DAMAGED AREA AND INSTALLED DOUBLER REPAIR PER SRM 53-00-01 AT STATION 887 AND 927. REMOVED DAMAGED SHEAR TIES AND INSTALLED DOUBLER AND REPAIR ANGLES PER SRM 53-00-07 AT STATION 907 AND 927. (M)									
5730 ASAA	746AS 23123	BOEING 7372X6C				SKIN 6546419245	CORRODED WS 240		12/6/97 ASAA9710134
SEA - DURING C-CHECK, CORROSION PITTING WAS FOUND IN THE LEADING EDGE SKIN ON THE LEFT WING STATION L/E 240. THE PITTING IS LOCATED APPROXIMATELY 1 INCH BELOW THE APEX OF THE LEADING EDGE AND IS IN THE AREA THAT IS COVERED BY THE PYLON FAIRING. REPAIRED PER EA 5720-01132 AND BOEING TELEX ASA-SEA-97-0487RR. (M)									
5730 ASAA	778AS 25110	BOEING 7374Q8				SKIN 65C27044	WORN LT WING		12/19/97 ASAA9740102
SEA - DURING C-CHECK, THE LOWER SURFACE OF THE LEFT WING SKIN WAS FOUND WORN AT TWO LOCATIONS NEAR THE ACCESS HOLES FOR THE BOOST PUMP. REPAIRED PER EA 5720-01133. (M)									
5753 ASAA	746AS 23123	BOEING 7372X6C				SKIN 6546431158	WORN TE FOREFLAP		12/6/97 ASAA9710129
SEA - DURING C-CHECK, LOOSE RIVETS WERE FOUND IN THE RIGHT OUTBOARD FOREFLAP SKIN. REPAIRED PER EA 5750-01263 AND BOEING TELEX ASA-SEA-97-0479RR. (M)									
7110 P2EA	620PC 19708	BOEING 737244				PANELS 657019426	MISSING NR 2 ENGINE		1/1/98 P2EA98001
PIT - FLT 424 - DURING POST FLIGHT WALKAROUND INSPECTION, 2 AFT COWLING PANELS WERE NOTED MISSING ON NR 2 ENGINE. REPLACED MISSING COWLING PANELS. SECURED LATCHES. NO OTHER DEFECTS NOTED. A/C OK FOR SERVICE. COWL PANELS DEPARTED A/C DURING T/O ROLL AT MDW. MISSING COWL PANELS WERE LOCATED ON RUNWAY AT MDW. (M)									
7110 P2EA	620PC 19708	BOEING 737244				PANELS 6570193509	MISSING NR 2 ENGINE		1/1/98 98ZZM85
PIT - FLT 424 - DURING POST FLIGHT WALKAROUND INSPECTION, 2 AFT COWLING PANELS WERE NOTED MISSING ON NR 2 ENGINE. REPLACED MISSING COWLING PANELS. SECURED LATCHES. NO OTHER DEFECTS NOTED. A/C OK FOR SERVICE. COWL PANELS DEPARTED A/C DURING T/O ROLL AT MDW. MISSING COWL PANELS WERE LOCATED ON RUNWAY AT MDW. (M)									
7200 SWAA	392SW 27379	BOEING 7373H4	GE CFM563B1			ENGINE	BIRD STRIKE NR 1		12/10/97 SWAA971077
AFTER TAKEOFF, EXPERIENCED BIRD STRIKE TO NR 1 ENGINE FOLLOWED BY VIBRATION. RETURNED TO SMF AND MADE AN UNEVENTFUL LANDING. REPLACED FAN BLADE SET, ACCOUSTIC PANELS AND CSD OIL COOLER PER BOEING M/M.									

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7830 W8PA	946WP 23173	BOEING 737317				TR LIGHT	ILLUMINATED NR 1 ENGINE		1/13/98 W8PA980013
NR 1 ENGINE THRUST REVERSER LIGHT ON AFT OVERHEAD PANEL ILLUMINATED IN FLIGHT. RETURNED TO MDW. DEFERED PER MEL 78-1 CAT C.									
2820 P5CA	855FT 19733	BOEING 747124				FUEL LINE	LOOSE NR 1 PYLON		1/16/98 P5CA9800013
FUEL LINE LOOSE ON NR 1 PYLON BULKHEAD AFT UPPER BLOW OUT PANEL. RE-TORQUED B-NUTS IAW MM 20-11-05.									
3260 NWAA	608US 19785	BOEING 747151				SENSOR	MALFUNCTIONED RT MLG		1/13/98 9800566608
DURING CLIMB, THE RED LANDING GEAR LIGHT ILLUMINATED AND BOTH THE PRIM AND ALT GEAR INDICATED R BODY DOWN. RECYCLED LANDING GEAR. AIRCRAFT CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. SECURED ALL PRIMARY AND ALTERNATE INDICATOR CARDS AND REPLACED RIGHT BODY LANDING GEAR PRIMARY DOWN AND LOCK SENSOR, OPERATIONAL CHECK GOOD.									
3350 NWAA	699US 24224	BOEING 747451				CONNECTORS	LOOSE CABIN		1/16/98 9800946309
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 23ABC TO 41ABC, 51KJH TO 66KH, 35HJ TO 42HJK, 20AC TO 41ABC, 72R TO 73R, AND AT ROW 31KJH. SECURED CONNECTORS, OPERATIONAL CHECK GOOD.									
3451 UIEA	640FE 20826	BOEING 747245F				DME INDICATOR 2592528901	FAILED LT COCKPIT		10/7/97 UIEA9710
FLT 325 - MIA-BOG - DURING CLIMB, CAPTAINS DME INDICATOR CAUSED SMOKE ACCUMULATION IN THE COCKPIT AFTER TAKEOFF. FLT CREW PULLED DME CIRCUIT BREAKER AND SMOKE CLEARED. FLIGHT CREW CALLED MX CONTROL. JFK REQUESTING INFORMATION AS TO WHETHER THEY SHOULD RETURN TO MIA OR PROCEED TO BOG. MX CONTROL JFK, ADVISED THAT SINCE SMOKE CONDITION HAD CLEARED, FLIGHT SHOULD PROCEED TO BOG. AT BOG MAINTENANCE CONFIRMED THAT DME INDICATOR WAS DEFECTIVE AND DEFERRED SAME DMI 97-121, PER DDPG 34-22. (M)									
3610 UIEA	636FE 21764	BOEING 747245F				CLAMP 13J55200	BROKEN NR 1 ENGINE		11/10/97 UIEA9712
FLT GT126 - MXP-SNN JUST AFTER TAKEOFF GOT NR 1 ENGINE FIRE INDICATION. A AND B NACELLE TEMPS 850 DEGREES. FHB PROCEDURES RUN. WHEN FIRE CONTROL WAS PULLED, FIRE INDICATION WENT OUT AND NACELLE TEMPS STARTED TO DECREASE. FIRE BOTTLE NOT DISCHARGED. ALL OTHER INDICATION NORMAL. ALL APPLICABLE EMERGENCY PROCEDURES COMPLETED. JETTISON APPROX 51.8 KGS FUEL. FOUND PNEUMATIC DUCT CLAMP ON RIGHT SIDE OF ENGINE TO THRUST REVERSER POWER DRIVE UNIT BROKEN. REPLACED CLAMP. OPERATIONAL CHECKS NOW SATISFACTORY. (M)									
3610 UIEA	638FE 21841	BOEING 747245F				CLAMP 13J55200	FAILED NR 2 ENGINE		10/21/97 UIEA9711
FLT VG961 - CCS-MIA - AT CRUISE, NR 2 ENGINE FIRE WARNING ILLUMINATED ACCOMPANIED BY BELL AND OFF SCALE HIGH NACELLE TEMPERATURE READING ON BOTH 'A' AND 'B' LOOPS. ENGINE FIRE CHECKLIST ACCOMPLISHED. FIRE LIGHT EXTINGUISHED AFTER START LEVER PLACED TO CUTOFF POSITION. ENGINE FIRE SWITCH PULLED. ALL OTHER ENGINE INDICATIONS NORMAL PRIOR TO SHUTDOWN. FOUND REVERSER PNEUMATIC DRIVE UNIT SUPPLY LINE DUCT CLAMP FAILED. 'T' BOLT SHEARED AND DUCT SEPARATED CAUSING FIRE WARNING INDICATION. REPLACED 'T' BOLT AND OPERATIONAL CHECK OF ENGINE SATISFACTORY. (M)									
5210 ANZF	478EV 21033	BOEING 747SR46				DOOR	DAMAGED NR 1 LEFT		12/1/97 98ZZZX237
ON CLIMB-OUT, A LOUD NOISE WAS HEARD AND DOOR NR 1, LEFT WARNING LIGHT, ILLUMINATED. PRESSURIZATION WAS NORMAL. ON ARRIVAL AT AKL, DOOR WAS FOUND DAMAGED. UPPER AND LOWER LATCH CAMS WERE SHEARED PLUS A CRACK IN THE LOWER AFT DOOR. THE DOOR WAS REPLACED.									
5412 UIEA	640FE 20826	BOEING 747245F				BULKHEAD 65B07582	CRACKED PYLON		10/16/97 UIEA9713
INSPECTION OF NR 3 PYLON REVEALED A CRACK IN THE REAR ENGINE MOUNT BULKHEAD. THE CRACKED AREA WAS REPAIRED PER EO 4754A027. (M)									

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5730 P5CA	853FT 19753	BOEING 747122				PANEL	MISSING RT WING		1/10/98 P5CA9800016
DURING CRUISE, MARKED AIRFRAME VIBRATION. REPLACED RT INBD FOREFLAP AND REPAIRED RT INBD MIDFLAP AND RT STABILIZER L/E. ALSO, REPLACED RT FLYING PANEL.									
5730 P5CA	855FT 19733	BOEING 747124				FASTENERS	WORKING RT WING		1/13/98 P5CA9800015
RT WING FLYING PANEL OUTBD ATTACH POINT HAS WORKING FASTENERS. REPAIRED DAMAGED FASTENER HOLES WITH POTTING COMPOUND AND FIBERGLASS OVERLAYS IAW SRM 51-40-14.									
5753 P5CA	855FT 19733	BOEING 747124				FASTENERS	MISSING LT TE MIDFLAP		1/16/98 P5CA9800012
L/W O/B T/E MIDFLAP FOUND MISSING FASTENERS. REPLACED MISSING FASTENERS IAW SRM 51-30-02.									
5753 P5CA	855FT 19733	BOEING 747124				SKIN	GOUGED LT TE FOREFLAP		1/16/98 P5CA9800014
GOUGE IN L/W I/B T/E FOREFLAP IN LOWER SURFACE. REPAIRED FOREFLAP BY USING FIBERGLASS OVERLAYS IAW SRM 51-40-09.									
3350 DALA	631DL 23612	BOEING 757232			BPS3	POWER SUPPLY	INOPERATIVE CABIN		1/16/98 DL757980128
F/C FLOOR EMERG LIGHTING INOP. REPLACED POWER SUPPLY.									
5315 AWXA	909AW 24522	BOEING 7572G7				FLOORBEAM	CORRODED BS 345		1/4/98 AWXA9800018
DURING SCHEDULED C-8 INSPECTION, FOUND CORROSION ON TOP OF FLOORBEAM BS 345, BL 0, LBL 13. REMOVED, FABRICATED TOP CHORD OF FLOORBEAM FROM RBL 19 TO LBL 52, BS 345, WL 208 PER SRM 53-00-51.									
5330 CALA	21108 27298	BOEING 757224				SKIN DAMA11W1S	LOOSE FUSELAGE		1/15/98 CALA9800068
THE FLIGHT ATTENDANT'S AND PASSENGERS REPORTED SMELLING SMOKE AT DOOR L2 WHILE ON FINAL APPROACH. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE CONNECTOR PLUG FOR VDU TO LAV'S MONITOR BURNED. THE WIRES ABOVE L2 DOOR LAV WERE DISCONNECTED, CAPPED, AND STOWED. THE VIDEO MONITOR AT SEATS 7ABC WAS PLACARDED INOPERATIVE. MAINTENANCE ALSO FOUND UPPER FUSELAGE PANELS AT STA 700 FORWARD OF ANTENNA AND AFT OF UPPER BEACON LEAKING WATER INTO PASSENGER CABIN, WHICH CAUSED THE CONNECTOR TO BE BURNED. THE UPPER BEACON WAS ALSO LEAKING. THE FUSELAGE PANELS AND UPPER BEACON WERE REMOVED, CLEANED, RESEALED, AND REINSTALLED.									
5330 DALA	626DL 22916	BOEING 757232				SKIN 143N3200	LIGHTNING STRIKE BS 502.5		1/9/98 DL757980075
THE WINDOW BELT SKIN AT FS 502.5 SUFFERED A LIGHTNING STRIKE REQUIRING A .75 DIAMETER HOLE TO CLEAN-UP THE DAMAGE. THE HOLE WAS REPAIRED WITH AN ALUMINUM DOUBLER INSTALLED PER ER/A 363663-14, REV A.									
2130 DALA	154DL 25241	BOEING 7673P6				SWITCH 214C40175	MALFUNCTIONED CABIN		1/17/98 DL76G980137
PAX OXY MASKS DEPLOYED IN CLIMB AT FL 390. FOUND S119 CABIN ALTITUDE PRESSURE SWITCH AT FAULT MAKING CONTACT AT 6,300 FEET CABIN ALTITUDE INSTEAD OF 14,000 FEET CABIN ALTITUDE. REPLACED SWITCH SYSTEM CHECKS GOOD PER M/M. REPLACED USED OXY GENERATORS AND STOWED MASKS.									
3350 DALA	171DN 24759	BOEING 767332				POWER SUPPLY BPS73	INOPERATIVE CABIN		1/15/98 DL76L980115
ROW 23 THRU 27 LT/RT SIDE EMERG TRACK LTS INOP. REPLACED PWR SUPPLY CKS GOOD.									
3350 DALA	180DN 25985	BOEING 767332				WIRE	BROKEN CABIN		1/15/98 DL76L980116
RT AFT EMERGENCY FLOOR TRACK LIGHTS INOP. FOUND BROKEN WIRE. REPAIRED WIRE, CKS NML.									

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3520 JGVR	961JC 258062	BRAERO BAE125800A			C3512000	FACE CUSHION 17450401	TORN PAX O2 MASK	4081	12/23/97 98ZZZX221
WHILE C/W RAYTHEON SB 35-3014 (INSPECTION OF PASSENGER OXYGEN FACE MASKS FOR TEARS IN FACE CUSHIONS), FIVE MASKS WERE FOUND TORN. THE CORE DATES WERE FROM 1986, NOT 1994 AS LISTED IN THE SB. SUBMITTER STATED THIS IS THE SECOND HAWKER 800 FOUND WITH EXACT SAME PROBLEM. RECOMMEND PB AND RAYTHEON REVISE SB'S TO INCLUDE EARLIER CURE DATES. NELLCOR PURITAN BENNETT SB NR C351-2000-35-1 R1.									
3020 COMA	933CA 7040	CNDAIR CL6002B19				SWITCH 12681	MALFUNCTION LT ENG COWL		1/16/98 COMA9860012
LEFT COWL ANTI-ICE CAUTION MESSAGE. REPLACED THE COWL ANTI-ICE PRESSURE SWITCH.									
3030 COMA	917CA 7017	CNDAIR CL6002B19				HEAT CONTROLLERS 7858062	MALFUNCTION E/E COMPT		1/16/98 COMA9860013
THE LEFT HAND PITOT AND STATIC HEAT FAILED. REPLACED THE NR 1 AND NR 3 ADS HEAT CONTROLLERS.									
3350 COMA	965CA 7131	CNDAIR CL6002B19				LIGHTS	INOPERATIVE CABIN		1/14/98 COMA9860011
LEFT AND RIGHT EXTERIOR FORWARD EMERGENCY LIGHTS INOPERATIVE. DEFERRED FORWARD EXTERIOR EMERGENCY LIGHTS IN ACCORDANCE WITH MEL 33-51-2.									
3610 COMA	929CA 7035	CNDAIR CL6002B19				CONTROL UNIT 20035008067	MALFUNCTIONED BLEED AIR DUCT	10821 183	1/15/98 COMA9860014
BLEED AIR DUCT LEAK WARNING DURING TAKEOFF. REPLACED THE BLEED LEAK CONTROL UNIT.									
7714 VTZA	620BR 7179	CNDAIR CL6002B19				CONNECTOR	DIRTY RT ENGINE		9/15/97 VTZA97544
VTV/CHS - FLT 6652 - DURING CRUISE AT 1,320 HOURS ON 9-15-97, MADE AN UNSCHEDULED LANDING AT BTV DUE TO RT ENGINE N2 WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND REMOVED AND RE-INSTALLED RT ENGINE ALTERNATOR CANNON PLUG W2P5 AND PERFORMED GROUND RUN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
7321	4860J 19	DHAV DHC7102	PWA PT6A50			FUEL CONTROL 324475318	FAILED NR 3 ENGINE	25715 6922	12/5/97 98ZZZX220
PID/FLL - FLT 702 - PILOT REPORTED HE COULD NOT REDUCE POWER ON NR 3 ENGINE; SHUT DOWN IN-FLIGHT. AIRCRAFT LANDED WITH NO PROBLEMS. MAINTENANCE FOUND FUEL CONTROL WOULD NOT SHUT OFF FUEL FLOW. FUEL CONTROL SENT OUT FOR COMPLETE TEAR DOWN.									
2730 QXEA	345PH 476	DHAV DHC8202				PULLEY GUARD	LOOSE ELEVATOR CONTL		1/15/98 QXEA9800030
BEFORE TAKEOFF DURING NORMAL FLIGHT CONTROL CHECK, A CLICK WAS HEARD AND FELT AS THE CONTROL COLUMN WAS MOVED THROUGH ITS TRAVEL RANGE. THE SOUND APPEARS TO BE COMING FROM UNDER THE FLOOR. IT OCCURED WHEN IT WAS CLOSER TO THE FULL UP ELEVATOR POSITION (COLUMN ABOUT 2/3 OF THE WAY TOWARD UP, ELEVATOR CONDITION IS INTERMITTANT). AIRCRAFT RETURNED TO THE GATE. MAINTENANCE FOUND A LOOSE PULLEY GUARD ON PILOTS ELEVATOR CABLE. PULLEY TO BE SLIGHTLY BINDING. SECURED GUARD AS REQUIRED. NO PARTS REPLACED, OPERATIONAL CHECK GOOD.									
3350 MALA	829MA 335	DHAV DHC8102				LAMP 1013073	FAILED CABIN		1/15/98 MALA975887
DURING INSPECTION, ONE AFT FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, OPS CHECK GOOD.									
3350 MALA	864MA 363	DHAV DHC8102				LAMP MS25231316	FAILED CABIN		1/16/98 MALA975892
DURING INSPECTION A CENTER AISLE EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT, OPS CHECK GOOD.									
3350 MALA	864MA 363	DHAV DHC8102				BATTERY PACK 6104789	DISCHARGED CABIN		1/17/98 MALA975891
DURING INSPECTION TWO OVERHEAD CABIN EMERGENCY LIGHTS INOP. MAINTENANCE REPLACED THE FORWARD CABIN BATTERY PACK, OPS CHECK GOOD.									

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3350 MALA	865MA 364	DHAV DHC8102				LAMP 1013073	FAILED CABIN		1/14/98 MALA975886
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, OPS CHECK GOOD.									
3350 MASA	436YV 436	DHAV DHC8202				BULB MS25231316	FAILED CABIN		1/5/98 MASA98003
DURING LINE CHECK INSPECTION, THE AFT OVERHEAD EMERGENCY LIGHT WOULD NOT ILLUMINATE. REMOVED AND REPLACED BULB, OPS CHECK GOOD. (M)									
3350 MASA	447YV 447	DHAV DHC8202				BULB OL3071BPE	FAILED CABIN		12/31/97 MASA97280
DURING ROUTINE LINE CHECK INSPECTION, MAINTENANCE PERSONNEL FOUND LT FWD FUSELAGE EMERGENCY ESCAPE LIGHTING INOP. REPLACED DEFECTIVE LIGHT BULB. OPS CHECK GOOD. (M)									
5280 QXEA	102AV 091	DHAV DHC8102				BUSHING	WORN MLG DOOR		1/14/98 QXEA9800026
GEAR DOOR ON NR 1 SIDE WAS HANGING DOWN IN-FLIGHT, 10 TO 12 BOLT FOUND TO BE LOOSE ON GEAR DOOR. SECURED ROD END BOLT TO DOOR BRACKET PIVOT POINT WITH .032 STAINLESS SAFETY WIRE. FERRIED AIRCRAFT TO PDX. AT PDX, INSPECTED DOOR AREA FOR DAMAGE, NO DAMAGE FOUND. INSTALLED FORWARD GEAR DOOR ROD TO DOOR. REPLACED THREADED BUSHING.									
2710 M8XA	328MX 3071	DORNER DO328100				CABLE 0010271A2120012	FRAYED AILERON		12/5/97 M8XA328MXC1
COS - DURING THE COURSE OF THE C-CHECK INSPECTION, MAINTENANCE DISCOVERED THAT BOTH AUTO-PILOT AILERON AND ELEVATOR CONTROL CABLES WERE FRAYED. MAINTENANCE REPLACED BOTH CABLES IAW AMM 27-11-03. OPERATIONAL CHECK SATISFACTORY. (M)									
2730 M8XA	328MX 3071	DORNER DO328100				CABLE 001A273A3281004	FRAYED ELEVATOR		12/5/97 98ZZZM81
COS - DURING THE COURSE OF THE C-CHECK INSPECTION, MAINTENANCE DISCOVERED THAT BOTH AUTO-PILOT AILERON AND ELEVATOR CONTROL CABLES WERE FRAYED. MAINTENANCE REPLACED BOTH CABLES IAW AMM 27-11-03. OPERATIONAL CHECK SATISFACTORY. (M)									
2730 M8XA	328MX 3071	DORNER DO328100				CABLE 001A273A328010	FRAYED ELEVATOR		12/5/97 98ZZZM82
COS - DURING THE COURSE OF THE C-CHECK INSPECTION, MAINTENANCE DISCOVERED THAT BOTH AUTO-PILOT AILERON AND ELEVATOR CONTROL CABLES WERE FRAYED. MAINTENANCE REPLACED BOTH CABLES IAW AMM 27-11-03. OPERATIONAL CHECK SATISFACTORY. (M)									
3211 M8XA	329MX 3049	DORNER DO328100				BUSHING 2279900001	DEFECTIVE LT MLG		12/12/97 M8XA329MXC2
COS - WHILE ACCOMPLISHING THE LANDING GEAR INSPECTION PORTION OF THE C-CHECK, MAINTENANCE NOTICED THE LEFT MAIN LANDING GEAR AFT TRUNNION BUSHING WAS MIGRATING. MAINTENANCE REPLACED THE BUSHING IAW AMM 32-11-01. CONDUCTED AN OPERATIONAL CHECK IAW AMM 32-10-00. RESULTS WERE SATISFACTORY. (M)									
3233 M8XA	329MX 3049	DORNER DO328100				ACTUATOR 2245500000	DEFECTIVE LT MLG		12/12/97 M8XA329MXC1
COS - WHILE ACCOMPLISHING THE LANDING GEAR INSPECTION PORTION OF THE C-CHECK, MAINTENANCE NOTICED A SLIGHT AMOUNT OF 'PITTING' ON THE ACTUATOR ROD OF THE LEFT MAIN LANDING GEAR EMERGENCY EXTENSION ACTUATOR. MAINTENANCE REPLACED THE ACTUATOR IAW AMM 32-32-00, AND CONDUCTED AND OPERATIONAL CHECK IAW AMM 32-10-00. SYSTEM FUNCTION WAS NORMAL. (M)									
3350 EQGA	340LS 3040	DORNER DO328100				POWER PACK 321430	INOPERATIVE CABIN		12/29/97 ASE97009
DFW-CUU - FLT 455 - UPON ARRIVAL IN CREW, FOUNDN THAT LAST ROW OF EMERGENCY LIGHTING HAD BECOME INOPERATIVE. DISCREPANCY WAS DOCUMENTED IN FLT TIME AND MX LOG. CONTRACT MX INSPECTED AND DETERMINED THAT AIRCRAFT WAS SAFE TO FERRY FROM CUU TO DFW WHERE REPAIRS COULD BE MADE. UPON ARRIVAL IN DFW, MX TROUBLESHOT SYSTEM AND FOUND EMERGENCY POWER SUPPLY BATTERY PACKS DEFECTIVE. ALL BATTERY PACKS WERE SCHEDULED FOR REPLACEMENT PRIOR TO THE END OF SEPT 1997 THEREFORE MX REPLACED ALL EMERGENCY LIGHT BATTERY POWER PACKS IAW JIC 33-51-01. OPS CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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5321 M8XA	328MX 3071	DORNER DO328100				FLOORBOARDS	DAMAGED CARGO PIT		12/5/97 M8XA328MXC2
COS - DURING THE COURSE OF THE C-CHECK INSPECTION, MAINTENANCE DISCOVERED SEVERAL FLOORBOARD PANELS DAMAGED IN THE AFT CARGO COMPARTMENT. MAINTENANCE REPLACED THE DAMAGED PANELS IAW AMM 53-52-00, P/N'S FOR THE DAMAGED FLOORBOARDS 001A539A570000, 01A539A5710000 AND 001A539A5720000. (M)									
7330 EQGA	350AD 3050	DORNER DO328100				BYPASS LIGHT	ILLUMINATED FUEL SYSTEM		1/2/98 ASE97013
ASE-DEN - FLT 368 - DURING TAKEOFF ROLL, PRIOR TO 70 KNOTS, AN AMBER FUEL FILTER BYPASS MESSAGE APPEARED ON THE CAS FIELD. CREW ELECTED TO ABORT THE TAKEOFF AND TAXIED CLEAR OF THE RUNWAY. AT THIS POINT, THE MESSAGE HAD DISAPPEARED AND THERE WERE NO OTHER INDICATIONS OF AN ABNORMAL CONDITION. THE CREW RETURNED TO THE GATE AND CONSULTED MAINTENANCE. MAINTENANCE AND THE FLIGHT CREW PERFORMED A FULL RUN UP WITH ALL INDICATIONS NORMAL. AIRCRAFT WAS RELEASED TO SERVICE. (M)									
7603 EQGA *****	350AD 3050	DORNER DO328100				CABLE 190755	FROZEN LT POWER LEVER		12/10/97 ASE97005
DFW-SAF - WHILE IN CRUISE AT FL 310 WITH OAT EQUALS MINUS CELCIUS EXPERIENCED LACK OF RESPONSE FROM LEFT POWER LEVER WHLE ATTEMPTING TO MAKE MINOR TRIM ADJUSTMENT. MX CONTROL WAS CONTRACTED AND CREW ADVISED THAT THEY WERE GOING TO ATTEMPT TO FREE POWER LEVERS. AFTER SEVERAL UNSUCCESSFUL ATTEMPTS, THE CREW BEGAN A SLOW DESCENT AND WHEN AIRCRAFT REACHED FL 240, OAT EQUALS MINUS 30 CELCIUS, POWER LEVER BECAME UNSTUCK AND RESPONSIVE TO POWER ADJUSTMENTS. SEVERAL POWER LEVER RESPONSE CHECKS WERE MADE SUCCESSFULLY. A/C CONTINUED TO SAF WHERE MX PERSONNEL MET THE A/C. MX PERFORMED INSPECTION OF POWER CABLES ANDLUBED CABLES IAW ALERT SB 328-76-015. AIRCRAFT RETURNED TO SERV. (M)									
2612 FDEA	054FE 47808	DOUG DC1010CF				FIRE DETECTOR	FAILED NR 2 ENGINE		1/16/98 98FDEA00037
ON PUSHBACK PRIOR TO STARTING NR 2 ENG, ENG NR 2 LOOP-A LIGHT ILLUMINATED. FOLLOWED ABNORMAL PROCEDURE P2-8-11. FIRE DETECTOR LOOP LIGHT ILLUMINATED WITHOUT FIRE WARNING. SHUT DOWN APU, FIRED BOTH ENGINE 2 FIRE BOTTLES (AFTER FIREBELL AND LIGHT IN FUEL LEVER ILLUMINATED) NO EFFECT. ENGINE NR 2 LOOP-B FIRE DETECTOR SYSTEM OPS CHECKS NORMALLY. ENGINE NR 2 LOOP-A LIGHT DEFERRED PER MEL 26-1A, CTL NR 28626. CATEGORY C EXP DATE 26JAN98. REMOVED AND REPLACED BOTH FIREBOTTLES (ENG NR 2/APU) IAW 26-21-02, P11 AND SUBS.									
2612 CALA	533MD 46553	DOUG DC1030	GE CF650C2			FIRE DETECTOR ASL0387503	PINCHED NR 3 ENGINE	18444	1/15/98 CALA9800065
THE NR 3 ENGINE A-FIRELOOP WARNING LIGHT ILLUMINATED DURING CLIMBOUT. A FIRE TEST WAS PERFORMED PER CHECKLIST AND THE B-LOOP TESTED GOOD. THE A-SYSTEM HAD A HISTORY OF FIRE WARNINGS. THE FLIGHT WAS CONTINUED USING B-LOOP ONLY. THE AIRCRAFT LANDED AT EWR WITHOUT FURTHER WARNINGS. MAINTENANCE FOUND THE FORWARD FAN FIRE DETECTION LOOP PINCHED. THE FORWARD FAN FIRE DETECTION LOOPS A AND B WERE REMOVED AND REPLACED, OPERATIONAL CHECKS WERE GOOD.									
2820 FDEA	305FE 47870	DOUG DC1030F				COUPLING	LEAKING NR 3 ENGINE		1/15/98 98FDEA00040
FUEL LEAKING OUT OF AFT PYLON J-BOX. RAN ENG AND INSPECT FUEL SYS AND FUEL NOZZLES, NO LEAKS NOTED. REMOVED PYLON CAPS AND SIDE PANEL TO INSPECT FUEL LINE. CAP LOOSE, NO LEAKS NOTED. FOUND DAMAGED FWD GAMMA COUPLING OF NR 3 ENGINE. REMOVED AND REPLACED BOTH SETS OF FWD ON FWD LINE AT TOP OF PYLON FWD OF PRECOOLER. LEAK AND OPS CKS OK ON ENG RUN CAPS AND PANELS SECURED.									
2840 NWAA	220NW 46577	DOUG DC1030				LIGHT	ILLUMINATED FUEL TRANS SYST		1/10/98 9800581220
AFTER TAKEOFF, FUEL SCHEDULE LIGHT ILLUMINATED IN FLIGHT. FOLLOWED COCKPIT OPERATING MANUAL PROCEDURE. FLIGHT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE ACCOMPLISHED TEST OF OUTBOARD FUEL TRANSFER SYSTEM, OPERATIONAL CHECK OK.									
5311 AALA	162AA 46943	DOUG DC1010				FRAME	CORRODED BS 1899		12/9/97 AALA972363
TUL - FOUND CORROSION. SPLICED IN NEW SECTION OF BELL FRAME FROM LONGERON 48L TO 48R PER SRM 53-30-00. (M)									
5311 AALA	162AA 46943	DOUG DC1010				FRAME	CORRODED BS 1741		12/5/97 AALA972333
TUL - THE BELLFRAME FLANGE UPPER SURFACE FROM 50L TO 50R LONGERON HAS CORROSION. INSTALLED CHANNEL REPAIR AS PER SRM 53-30-00 PAGE 31. (M)									

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5312 AALA	162AA 46943	DOUG DC1010				BULKHEAD TEE	CRACKED BS 1156		12/9/97 AALA972362
TUL - HFEC INDICATES CRACK AT 1 FASTENER HOLE IN BULKHEAD TEE CAP LEG, RT SIDE. INSTALLED ARROWHEAD DOUBLER AND STRAP PER ESO 7349, DATED 11/20/97. (M)									
5313 AALA	162AA 46943	DOUG DC1010				LONGERON	CORRODED BS 1734		12/5/97 AALA972332
TUL - LONGERON HAS CORROSION IN AND OUTSIDE. REMOVED CORRODED SECTION OF LONGERON AND INSTALLED NEW SECTION WITH SPLICE REPAIR IAW 53-10-00 OF SRM VOL I. (M)									
5313 AALA	162AA 46943	DOUG DC1010				LONGERON	CORRODED BS 1721-1766		12/4/97 AALA972334
TUL - FOUND CORROSION IN LONG 51 LEFT FROM STATION 1721 TO STATION 1766. REMOVED CORROSION IN LONG AND INSTALLED NEW SECTION ALONG WITH SPLICE REPAIRS IAW 53-10-00 OF SRM VOL I AARD. (M)									
5320 AALA	162AA 46943	DOUG DC1010				ROLLER TRAY	CORRODED BS 1521-1701		12/9/97 AALA972364
TUL - FOUND CORROSION. REPLACED ROLLER TRAY NR 3 FROM 1521 TO 1701 PER SRM 51-01-00-05. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SPLICE	CORRODED BS 1701-1721		12/4/97 AALA972335
FOUND CORROSION ON LONG 52 SPLICE. REMOVED OLD LONG SPLICE AND INSTALLED NEW SPLICE IAW 51-01-01-05 SRM. (M)									
5320 AALA	162AA 46943	DOUG DC1010				ANGLE	CORRODED BS 542		12/4/97 AALA972314
TUL - CORROSION ON ANGLE AT STATION 542 AND NOSE GEAR BULKHEAD. INSTALLED STACKED DOUBLER PER SRM 53-00-01. (M)									
5320 AALA	162AA 46943	DOUG DC1010				LAV SERV PANEL	CRACKED BS 1975-1985		12/4/97 AALA972296
TUL - LAVATORY SERVICE PANEL LANDING CORRODED AND CRACKED STATION 1975 TO 1985, STR 50L TO 50R. REPLACED LAVATORY SERVICE PANEL LANDING IAW AARD 51-01-00-5. (M)									
5320 AALA	162AA 46943	DOUG DC1010				DOUBLER	CORRODED BS 1226		12/4/97 AALA972318
TUL - FOUND CORROSION AROUND NUTPLATES ON ANTENNA DOUBLER AT STATION 1226 BETWEEN STRINGER 49L AND 50L. REMOVED AND REPLACED ANTENNA DOUBLER AND NUTPLATES PER AARD 51-01-00. (M)									
5320 AALA	162AA 46943	DOUG DC1010				ANGLE	CORRODED BS 535		12/4/97 AALA972316
TUL - FOUND ANGLE CORRODED NEAR FASTENERS. REPLACE ANGLE AND FASTENERS PER SRM 51-10-00-1. (M)									
5320 AALA	162AA 46943	DOUG DC1010				STIFFENER	CORRODED BS 547		12/4/97 AALA972313
TUL - FOUND CORROSION ON INSIDE WALL AT VERTICAL STIFFENER. INSTALLED STACKED DOUBLER ON VERTICAL STIFFENER PER SRM 53-00-01 TREATED AND PRIMED AREA. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SPLICE PLATE	CORRODED BS 1521-1531		12/8/97 AALA972331
TUL - FOUND CORROSION ON SPLICE PLATE, LONGERON AND HAT CHANNEL. ENGINEERS ESO 7349 DATED 12-2-97, COVERS THE REWORK OF THE AREA. (M)									

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5320 AALA	162AA 46943	DOUG DC1010				ANGLE	CORRODED BS 1787		12/3/97 AALA972338
TUL - NUMEROUS CORRODED AREAS. REPLACED FLOORBOARD SUPPORT ANGLE FULL LENGTH ACROSS, SRM 53-10-00. (M)									
5320 AALA	162AA 46943	DOUG DC1010				DOUBLER	CORRODED BS 1185		12/4/97 AALA972317
TUL - FOUND CORROSION ON ANTENNA DOUBLER AT STATION 1185 BETWEEN STRINGER 49L AND 50L AROUND NUTPLATES. REMOVED AND REPLACED ANTENNA DOUBLER AND NOT PLATES PER 51-01-00 OF AARD. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1975		12/4/97 AALA972299
TUL - FORWARD SIDE OF SHEAR TIE HAS CORROSION AT OUTBOARD LEFT END. INSTALLED NEW SHEAR TIE IAW AARD 51-10-00-1. (M)									
5320 AALA	162AA 46943	DOUG DC1010				STIFFENER	CORRODED BS 547		12/4/97 AALA972315
TUL - FOUND CORROSION ON HORIZONTAL STIFFENER AT STATION 547, JUST ABOVE 48L. INSTALLED STACKERS DOUBLER PER SRM 53-00-01. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1997		12/4/97 AALA972297
TUL - FORWARD LOWER LEG OF SHEAR TIE IS CORRODED. FABRICATED SHEAR TIE AND TREATED, PRIMED, PAINTED AND INSTALLED NEW SHEAR TIE IAW AARD 51-10-00-01. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1785		12/4/97 AALA972298
TUL - FOUND SHEAR TIE CORRODED. FABRICATED SHEAR TIE, TREATED, PRIMED AND PAINTED, INSTALLED IAW AARD 51-10-00-1. (M)									
5400 FDEA	053FE 47807	DOUG DC1010				FITTING	CRACKED NR 3 PYLON		12/30/97 97FDEA00905
NR 3 PYLON TRUSS FITTING OUTBOARD HALF HAS CRACK INDICATION UPPER AFT HOLE AT FORWARD END OF FITTING. CRACK INDICATION AT 6 O'CLOCK POSITION IN HOLE. REF EO 8-5410-7-3323. *S/D* CLEANED HOLE PER SRM 54-10-01 ET. INSPECTED (AFTER) CLEANING. NO CRACK INDICATION IN BOLT HOLE.									
8012 FDEA	054FE 47808	DOUG DC1010CF				START VALVE	FAILED NR 1 ENGINE		1/17/98 98FDEA00038
DURING CLIMBOUT, ENG NR 1 START VALVE OPEN LIGHT ILLUMINATED. REMOVED PNEUM SUPPLY FROM NR 1 MANIFOLD AND RETURNED TO OAK. ENGINE OPERATION APPEARED NORMAL. DUMPED FUEL TO LANDING WEIGHT OF 375.000 PRIOR TO LANDING. START VALVE LIGHT WENT OUT AFTER 3 TO 5 MINUTES. REMOVED AND REPLACED NR 1 ENG START VALVE IAW M/M 80-11-03. ALL IND NORMAL COWLS CLOSED AND LOCKED.									
8012 FDEA	054FE 47808	DOUG DC1010CF				START VALVE	FAILED NR 1 ENGINE		1/17/98 98FDEA00039
DURING CLIMBOUT, ENGINE 1 START VALVE OPEN LIGHT ILLUMINATED. REMOVED PNEUMATIC SUPPLY FROM NR 1 MANIFOLD AND RETURNED TO OAK. ENGINE OPERATION APPEARED NORMAL. LIGHT REMAINED ON THROUGHOUT APPROACH AND LANDING. DUMPED FUEL TO LANDING WEIGHT OF 375,000. FOUND CHAFED WIRING 2ND CLAMP FROM VALVE. INSULATED WIRING AND REMOVED CANON PLUGS FROM VALVE. ALSO, FOUND MICRO SWITCH BAD ON VALVE. VALVE (P/N 397892-1).									
3240	58NA 12970	DOUG DC3CS1C3G				EXPANDER TUBE	FAILED LT OTBD BRAKE		12/10/97 98ZZZX218
LEFT OUTBOARD BRAKE EXPANDER TUBE FAILED. REMOVED AND REPLACED LEFT OUTBOARD BRAKE ASSY IAW DOUGLAS DC-3 SM.									
8540 VNNA	24320 20197	DOUG DC3AS1C3G	PWA R183092			ACCESSORY SECT	FAILED ENGINE		11/24/97 575 98ZZZX219
WHILE IN CRUISE FLIGHT, ENGINE RAN ROUGH FOR APPROXIMATELY 5 SECONDS, THEN OIL PSI LIGHT AND FUEL LIGHT CAME ON. ENGINE WAS SHUT DOWN AND PROPELLER FEATHERED. ONCE ON GROUND, IT WAS DETERMINED THE ACCESSORY SECTION WAS NOT WORKING. SUSPECT EITHER A FAILED GEAR IN THE ACCESSORY SECTION OR POSSIBLY A BROKEN CRANKSHAFT. ENGINE TO BE REPLACED WITH A SERVICEABLE UNIT.									

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2150 IPXA	748UP 45948	DOUG DC871F				PACK	FUMES COCKPIT		1/13/98 UPS98825453
INSPECTION TYPE-N/A, REF LOG PAGE NR 985883 STRONG SMELL OF JET FUEL IN COCKPIT AS SOON AS EITHER PACK IS TURNED ON OR GETS WORSE WITH RECIRC FAN ON. VISUALLY INSPECTED BELLY FOR EVIDENCE OF FUEL, NONE FOUND. REMOVED AND REPLACED L AND R COALESCER BAGS, L AND R PACKS GRD RUN OPS AND LK CK'S OK.									
2710 DM4R *****		DOUG DC8*			5715841501	SUPPORT ASSY 5642920503	CRACKED AILERON CONTROL		1/9/98 98ZZZX287
THE AILERON CONTROL REVERSION ASSEMBLY HAS A CRACK ON BOTH SIDES OF THE SUPPORT ASSEMBLIES.									
2930 RRXA	865F 46088	DOUG DC863F				PRESSURE IND	MALFUNCTIONED NR 2/3 HYD SYST		1/15/98 RRXA98006
HYD OVER TEMP/AILERON AND RUDDER LIGHT CAME ON DURING FLT. BY-PASSED BOTH ENG PUMPS, THEN ONE AT A TIME (NOTED NO PRESS). HYD QTY NORMAL, AUX PUMP WORKED NORMAL. RAN NR 2 AND NR 3 ENGS CHECKED BOTH ENG HYD SYSTEMS PUMPS, NO DEFECTS NOTED. PRESSURES WERE NORMAL, TEMP WAS NORMAL, ALL LIGHTS NORMAL.									
5210 IPXA	705UP 45949	DOUG DC871F				SEAL	GOUGED PAX DOORWAY		12/30/97 UPS98825498
INSPECTION TYPE-C, FWD PAX DOOR OPENING, TOP AFT CORNER, METALIC SEAL GOUGED WITH ROUGH, JAGGED EDGES. REMOVED DAMAGED AREA UPPER AFT CORNER L-1 DOOR. REMOVED FASTENERS FABRICATED DOUBLER AND TRIPLER AND INSTALLED IAW DC8 SRM 53-2-0, 51-1- 11, 51-1-8 Z9 ALODINED AND PRIMED TIMCO REO- 04052.									
5311 IPXA	705UP 45949	DOUG DC871F				FRAME	CORRODED BS 1300		1/1/98 UPS98825488
INSPECTION TYPE-C/CK, FRAME CORRODED AT STATION 1300, BETWEEN LONGERONS 36 AND 35L, MARKED. BLENDED OUT CORROSION IAW DC8 SRM 51-1-8, FABBED REPAIR DOUBLER IAW3 REO 04060 AND DC8 SRM 53-2-0 FIG 2, HEAT TREATED REPAIR DOUBLER IAW TPS 1003, ALODINED AND PRIMED FRAME AND DOUBLER IAW DC8 SRM 51-1-8, INSTALLED REPAIR DOUBLER WITH HI-LOKS IAW DC8 SRM 51-1-8.									
5320 IPXA	852UP 46052	DOUG DC873F				FITTING 3754946501	CRACKED BS 1160		12/28/97 UPS98825482
INSPECTION TYPE-D, FS 1160 RT FLOORBEAM END FITTING CRACKED. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FITTING IAW SRM 51-1-21 AND DWG 3754946.									
5330 IPXA	705UP 45949	DOUG DC871F				SKIN	CORRODED BS 1050-1350		12/17/97 UPS98825501
INSPECTION TYPE-C/CK, CORROSION WAS FOUND ON INTERIOR DOUBLER, L35L TO L35R STA 1177 TO 1260. REMOVED AND REPLACED BELLY SKIN AND DOUBLER CADIUM PLATED STEEL LONGERONS ALODINED AND PRIMED BARE METAL, SEALED STRUCTURE AND INSTALLED SKIN AND DOUBLER IAW DC8 SRM 51-1-20D ABD 51-1-21, 51-1-8, 51-1-11, 51-1-24 AND UPS EO DC8-5330-9319-A4.									
5330 IPXA	840UP 46140	DOUG DC873F				SKIN	CORRODED BS 1220		1/15/98 UPS98825486
INSPECTION TYP-N/A, SKIN BULGED AND HAS TWO POPPED HI-LOKS STA 1220 LONGERON 36. POSSIBLE CORROSION JUST UNDER AFT SIDE OF NR 3 PIT. REPAIRED PER UPS EO DC8-5330-10018A APPX B AND C ONLY.									
5330 IPXA	840UP 46140	DOUG DC873F				SKIN	CORRODED BS 1150		1/15/98 UPS98825487
INSPECTION TYPE-N/A, BULGED SKIN AT STA 1150 LONGERON 15L. ALSO, HAS TWO POPPED HI-LOK, POSSIBLE CORROSION. REPAIRED DAMAGED AREA AS PER EO DC8-5330-10018 APPX B AND C ONLY.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	WORN BS 861		1/12/98 UPS98825484
INSPECTION TYPE-D, SEAT TRACK AT FS 861 RBL 47 IS WORN BEYOND LIMITS. REPAIRED IAW SRM ADDN DC8-5340-7779.									

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5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	WORN BS 420		1/11/98 UPS98825479
INSPECTION TYPE-D, MAIN CABIN SEAT TRACK AT FS 420 RBL 60 HAS LUG WORN BEYOND LIMITS. REPAIRED IAW SRM 53-2-3.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	WORN BS 55-360		1/3/98 UPS98825480
INSPECTION TYPE-D, MAIN CABIN SEAT TRACK LBL 62 FS 55 TO 360 IS WORN BEYOND LIMITS. REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED REPLACEMENT SECTION IAW SRM 53-7-3.									
5711 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 566.25		12/28/97 UPS98825483
INSPECTION TYPE-D, LT WING L/E RIB AT STA XFS 566.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-20-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 454.976		12/27/97 UPS98825485
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FSTA XS 454.976. REPAIRED IAW SRM 57-2-0.									
5730 IPXA	852UP 46052	DOUG DC873F				SKIN	CRACKED LT WING		12/27/97 UPS98825481
INSPECTION TYPE-D, LT WING L/E SKIN ABOVE THE NR 1 PYLON IS CRACKED. REPAIRED IAW SRM 57-2-1A.									
5730 RRXA	2674U 46062	DOUG DC873F				SKIN 57583869559978	CRACKED WS 69.5		1/15/98 RRXA98005
DURING A MAINTENANCE VISIT PREFORMED SB 75-88, FOUND HOLES 1 AND 5 IN SPAR AND SKIN CRACKED IN LEFT WING AT STA 69.5. FABRICATED AND INSTALLED MODIFICATION REPAIR IAW SB 57-88 AND FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04114.									
7931 CKSA	806CK 45932	DOUG DC8F54	PWA JT3D3B			WIRE	BROKEN NR 2 ENG PYLON		1/14/98 CKSA98001
NR 2 OIL LIGHT LOW PRESS CAME ON, T/R AND T/R DOOR LIGHT CAME ON, GEN FAIL LIGHT CAME ON, OIL PRESS THEN DROPPED AS DID OIL QUANTITY. COMPLETED NR 2 ENGINE SHUTDOWN. LATER AT TOD NR 2 ENGINE FIRE WARNING LIGHT (1/2 SYSTEM) CAME ON, FIRED BOTTLE. REPAIRED WIRING ON NR 2 ENGINE PYLON. NR 2 OIL LOW PRESS LT, T/R AND TR DOOR LIGHT, OIL PRESS INDICATOR, OIL QUANTITY AND ENGINE FIRE WARNING ALL OPS CHECK GOOD ON ENGINE RUN. REMOVED AND REPLACED NR 2 FIRE BOTTLE IAW DC8 MM 26-4-1.									
2131 TWAA	957U 49702	DOUG DC982				CONTROLLER 21171802	FAILED CABIN		1/1/98 TWAA9800101
IAD - FLT 123 - DURING CRUISE AT 27,000 FT, LOST PRIMARY AND SECONDARY PRESSURIZATION CONTROL. REMOVED AND REPLACED NR 1 PRESS CONTROL, MFG NR 2117180-2. (M)									
2350 NWAA	675MC 47651	DOUG DC951				WIRING	BROKEN AUDIO PANEL		1/13/98 9800779880
FLIGHT CREW SMELLED SMOKE UPON ENTERING COCKPIT AT GATE. MAINTENANCE FOUND BROKEN WIRING CAUSING ARC AT OBSERVER'S AUDIO CONTROL PANEL. REPAIRED WIRING, OPERATIONAL CHECK NORMAL.									
2560 VJ6A	930VV 47723	DOUG DC932				SLIDE 113317	DAMAGED R1 DOOR		1/18/98 VJ9800007
R1 DOOR EMERGENCY SLIDE DISLODGED WHEN RAMP AGENT OPENED DOOR. REPLACED SLIDE ASSEMBLY IAW MM 25-62-0 AND PERFORMED REQUIRED INSPECTION.									
2565 NWAA	921RW 47164	DOUG DC931				SLIDE 13621228	LOW PRESSURE TAIL CONE	13 13	1/13/98 9800929954
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE EVACUATION SLIDE LOW ON PRESSURE. REPLACED SLIDE.									

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2565 NWAA	964N 47416	DOUG DC931				SLIDE 13621228	LOW PRESSURE TAIL CONE	8430 2349	1/17/98 9801009914
DURING LINE MAINTENANCE INSPECTION, FOUND AFT TAIL CONE EVACUATION SLIDE BOTTLE PRESSURE LOW. REPLACED SLIDE, OPERATIONAL CHECK NORMAL.									
2740 NWAA	95S 47205	DOUG DC915				CIRCUIT BREAKER CIRCUIT BREAKER	TRIPPED PRIMARY TRIM		1/11/98 9800799105
PRIMARY TRIM FAILED AFTER TAKEOFF. SECONDARY SYSTEM OPERATED NORMALLY. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND A PHASE CIRCUIT BREAKER POPPED BEHIND FORWARD FLIGHT ATTENDANT SEAT. RESET CIRCUIT BREAKER, OPERATIONAL CHECK OF PRIMARY TRIM FULL TRAVEL WAS NORMAL. REPLACED PRIMARY TRIM MOTOR AS A PRECAUTION.									
2822 CALA	12507 47788	DOUG DC932				BOOST PUMP 6550934	LEAKING LT MAIN TANK	13929	1/19/98 CALA9800069
WHILE AT CRUISE, THE CREW ATTEMPTED TO BALANCE WING FUEL LOAD BY CROSSFEEDING FROM LEFT MAIN FUEL TANK TO RIGHT ENGINE. THE RIGHT ENGINE HESITATED (N1,N2,FF, AND EPR DECREASED) WITH FUEL CROSSFEED OPEN. THE RIGHT INLET FUEL PRESSURE LIGHT AND MASTER CAUTION LIGHT WERE FLICKERING. THE AIRCRAFT LANDED AT EWR WITHOUT INCIDENT. MAINTENANCE FOUND THE LT MAIN TANK AFT BOOST PUMP LEAKING INTERNALLY. THE AFT BOOST PUMP WAS REMOVED AND REPLACED. THE PACKINGS ON LT MAIN TANK FORWARD BOOST PUMP WERE REPLACED DUE TO LEAKAGE. THE FUEL CROSSFEED VALVE WAS REMOVED AND REPLACED AS A PRECAUTIONARY MEASURE. THE RIGHT ENGINE WAS RUN AT TAKEOFF FOR FIVE MINUTES AND OPERATION CHECKED GOOD.									
3010 NWAA	92S 47064	DOUG DC915				TEMP SENSOR	MALFUNCTIONED RIGHT		1/15/98 9800939102
RIGHT ICE PROTECTION TEMPERATURE HIGH LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO MEM AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED ANTICIPATOR, THERMOSTAT, AND RIGHT TEMPERATURE SENSOR, OPERATIONAL CHECK NORMAL.									
3080 NWAA	8909E 45770	DOUG DC914				ANTI-ICE LIGHT	MALFUNCTIONED COCKPIT		1/13/98 9800789151
WING ANTI-ICE BLUE LIGHT DID NOT ILLUMINATE WITH AIRFOIL ANTI-ICE SELECTED. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE COULD NOT DUPLICATE DISCREPANCY ON GROUND.									
3233 NWAA	919RW 47162	DOUG DC931				ACTUATOR	FAILED NLG		1/13/98 9800769959
NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION WITH LOUD AIRSTREAM NOISE. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED NOSE GEAR ACTUATOR, BUNGEE CYLINDER, AND CHECK VALVE. OPERATIONAL CHECK NORMAL.									
3244 TWAA	996Z 47028	DOUG DC932				TIRE 9550267	PUNCTURED NLG		1/3/98 TWAA9800302
RDU - FLT 639 - DURING PUSHBACK, THE TOW BAR PIN BROKEN AND PUNCTURED THE RIGHT NOSE GEAR TIRE. REPAIRED TOW BAR PIN. REPLACED RIGHT NOSE TIRE AND WHEEL ASSY MFG P/N 9550267. OPS CHECK NORMAL. (M)									
3260 CALA	12514 48113	DOUG DC932				CONNECTOR	FAILED LANDING GEAR		1/14/98 CALA9800041
THE RT MLG GREEN LIGHT DID NOT ILLUMINATE WHEN GEAR WAS EXTENDED FOR LANDING ON APPROACH. A MANUAL GEAR EXTENSION WAS PERFORMED, BUT THE LIGHT DID NOT COME ON. A TOWER FLY-BY WAS CONDUCTED AND THE GEAR WAS CONFIRMED DOWN AND LOCKED. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND PIN 5 AT PLUG ON RT MLG DOWNLOCK SWITCH BROKEN. THE PLUG AND SWITCH WERE REPLACED AND OPERATIONAL CHECK WAS GOOD.									
3350 MWEA	400ME 45727	DOUG DC914				BATTERY PACK 6011777	DISCHARGED LT NACELLE		1/14/98 MWEA98022
DURING SERV CHK, FOUND LT NACELLE EMERG LIGHT INOP. MTC REMOVED AND REPLACED BATTERY PACK.									
3350 NWAA	8911E 45825	DOUG DC914				BATTERY PACK	DISCHARGED CABIN		1/14/98 9800809152
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHT AT ROW 16 INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	8911E 45825	DOUG DC914				BATTERY PACK	DISCHARGED LT NACELLE		1/14/98 9800819152
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT NACELLE EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY AND POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8929E 45866	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		1/9/98 9800639948
DURING LINE MAINTENANCE INSPECTION, FOUND AFT OVERWING EMERGENCY EXIT SIGN LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8929E 45866	DOUG DC931				WIRES	BROKEN CABIN		1/6/98 9800649948
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY LIGHTS AT ROW 6 INOPERATIVE. REPAIRED BROKEN WIRES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8933E 47142	DOUG DC931				BATTERIES	DISCHARGED CABIN		1/18/98 9801039997
DURING LINE MAINTENANCE INSPECTION, FOUND AFT OVERHEAD EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8944E 47167	DOUG DC931				FUSE	FAILED CABIN		1/11/98 9800669988
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT AFT OVERWING EMERGENCY LIGHTS INOPERATIVE. REPLACED FUSE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9334 47247	DOUG DC931				BATTERY PACK	DISCHARGED LT NACELLE		1/11/98 9800659970
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT ENGINE NACELLE EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 TWAA	998R 47030	DOUG DC932				POWER SUPPLY 6011777	INOPERATIVE CABIN		1/2/98 98ZZZM83
STL - FLT 693 - DURING SCHEDULED INSPECTION, FOUND LEFT OVERWING EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK AND POWER SUPPLY. (M)									
3350 TWAA	998R 47030	DOUG DC932				BATTERY PACK 41B030CF00101	DISCHARGED CABIN		1/2/98 TWAA9800202
STL - FLT 693 - DURING SCHEDULED INSPECTION, FOUND LEFT OVERWING EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK AND POWER SUPPLY. (M)									
3350 NWAA	3322L 47031	DOUG DC932				BATTERY 113317	DISCHARGED PAX DOOR	50510 1218	1/18/98 9801019940
DURING PERIODIC CHECK, FOUND MAIN CABIN DOOR EVACUATION SLIDE LIGHTS BATTERY LOW. REPLACED SLIDE.									
3350 NWAA	3322L 47031	DOUG DC932				BATTERY 113317	DISCHARGED PAX DOOR	50510 1218	1/18/98 9800999940
DURING PERIODIC CHECK, FOUND MAIN CABIN DOOR EVACUATION SLIDE LIGHTS BATTERY LOW. REPLACED SLIDE.									
3350 NWAA	603NW 47101	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		1/16/98 9801049603
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD FLIGHT ATTENDANT LOWER FLASHLIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	615NW 47129	DOUG DC932				BATTERIES	DISCHARGED CABIN		1/17/98 9801059615
DURING LINE MAINTENANCE INSPECTION, FOUND UPPER AFT EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	607NW 47232	DOUG DC932				POWER SUPPLY	DISCHARGED CABIN		1/12/98 9800679607
EMERGENCY LIGHTS AT GALLEY DOOR AND ON SIDES OF FORWARD CABIN SEATS ILLUMINATED DURING FLIGHT. REPLACED POWER SUPPLY AT GALLEY DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	611NA 47435	DOUG DC932				BATTERIES	DISCHARGED CABIN		1/13/98 9800839611
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AFT OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	611NA 47435	DOUG DC932				POWER SUPPLY	DISCHARGED CABIN		1/9/98 9800689611
FLOOR PROXIMITY EMERGENCY LIGHTS AT OVERWING EXITS ILLUMINATED DURING FLIGHT. REPLACED POWER SUPPLY AT FS 657 AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	927RC 47469	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		1/17/98 9801029923
DURING LINE MAINTENANCE INSPECTION, FOUND BOTH FORWARD OVERWING EMERGENCY EXIT SIGN LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 VJ6A	947VV 47555	DOUG DC932				POWER SUPPLY 60030431	INOPERATIVE CABIN		1/15/98 VJ9700006
RT OVERHEAD EMERGENCY LIGHT OUT. REPLACED POWER SUPPLY, OPS CHECKED NORMAL IAW MM 3350.									
3350 NWAA	623NW 47591	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		1/17/98 9801069623
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHT AT FORWARD LAVATORY INOPERATIVE. REPLACED BATTERY PACK AND POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 MWEA	206ME 47791	DOUG DC932				BATTERY PACK 60030431	DISCHARGED CABIN		1/16/98 MWEA98025
DURING SERVICE CHECK, FOUND CEILING EMERGENCY LIGHTING INOP AT ROWS 15 THROUGH 19. MTC REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACK AT STATION 826.									
3350 NWAA	756NW 47180	DOUG DC941				BATTERIES	DISCHARGED CABIN		1/11/98 9800699756
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS AT FORWARD GALLEY DOOR, FORWARD CABIN OVERHEAD, FLOOR PROXIMITY, AND AFT STAIRS INOPERATIVE. REPLACED BATTERIES AND REPAIRED WIRING, OPERATIONAL CHECK NORMAL.									
3350 NWAA	758NW 47286	DOUG DC941				BATTERY PACK	DISCHARGED CABIN		1/11/98 9800709758
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT FORWARD OVERWING EMERGENCY EXIT AND FIRST FOUR RIGHT MAIN CABIN EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACKS, OPERATIONAL CHECK NORMAL.									
3350 NWAA	760NW 47288	DOUG DC941				POWER SUPPLY	DISCHARGED CABIN		1/9/98 9800719760
DURING LINE MAINTENANCE INSPECTION, FOUND AFT CABIN OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY/BATTERIES OVER RIGHT LAVATORY, OPERATIONAL CHECK OK.									
3350 NWAA	671MC 47660	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/10/98 9800629883
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT FORWARD OVERWING EMERGENCY EXIT SIGN LIGHT INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	671MC 47660	DOUG DC951				POWER SUPPLY	DISCHARGED CABIN		1/10/98 9800619883
	FLOOR PROXIMITY EMERGENCY LIGHTS BETWEEN ROWS 9 THRU 13 ILLUMINATED WITH EMERGENCY LIGHT SWITCH IN ARM POSITION. REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.								
3350 NWAA	761NC 47709	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/14/98 9800829852
	DURING PERIODIC CHECK, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 7 THRU 9 INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.								
3350 NWAA	781NC 48121	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/10/98 9800849872
	DURING LINE MAINTENANCE INSPECTION, FOUND AFT STAIRWELL SIDEWALL EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.								
3350 NWAA	781NC 48121	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/10/98 9800749872
	DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS AT ROWS 12, 13, AND 14 INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.								
3350 NWAA	786NC 48148	DOUG DC951				POWER SUPPLY	DISCHARGED CABIN		1/10/98 9800739877
	DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT AFT OVERWING EXIT EMERGENCY LIGHT AND FLOOR PROXIMITY LIGHTS BETWEEN ROWS 19 THRU 22 INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.								
3350 NWAA	787NC 48149	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/12/98 9800609878
	DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS BETWEEN ROWS 5 THRU 8 INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK OK.								
3350 NWAA	787NC 48149	DOUG DC951				BATTERIES	DISCHARGED CABIN		1/12/98 9800729878
	DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT FORWARD OVERWING EXIT EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERIES IN POWER SUPPLY, OPERATIONAL CHECK NORMAL.								
4920 CALA	13881 48045	DOUG DC981			GARRETT 3812761	TURBINE WHEEL	SEPARATED APU		1/14/98 CALA9800046
	THE APU WAS STARTED AFTER LANDING IN EWR AND RAN NORMALLY FOR A WHILE AND THEN FLAMED OUT. THE APU WOULD NOT RESTART. MAINTENANCE FOUND AN UNCONTAINED TURBINE WHEEL SEPARATION. THE SHROUD DID NOT CONTAIN THE TURBINE WHEEL WHICH CAUSED DAMAGE TO THE APU FIREWALL. THE APU WAS REMOVED AND REPLACED IAW MM 49-10-00. A SMALL HOLE FOUND IN THE APU FIREWALL WAS REPAIRED. APU OPERATION CHECKED NORMAL WITH NO LEAKS NOTED.								
5210 ASAA	931AS 49232	DOUG DC982				MECHANISM	OUT OF ADJUST L1 DOOR		12/9/97 ASAA9780283
	SEA - AFTER ARRIVAL OF FLT 88, CREW REPORTED THE L1 DOOR WAS DIFFICULT TO OPEN. ADJUSTED VERTICAL POSITION OF DOOR AND OPERATED NORMALLY. (M)								
5210 ASAA	935AS 49236	DOUG DC982				MECHANISM	OUT OF ADJUST L1 DOOR		12/1/97 ASAA9780276
	SEA - AFTER ARRIVAL OF FLIGHT 442, CREW REPORTED THE L1 DOOR HANDLE DOES NOT OPERATE SMOOTHLY FROM INSIDE. ADJUSTED VERTICAL POSITION OF DOOR AND OPERATED NORMALLY. (M)								
5230 MWEA	502ME 48132	DOUG DC932				SKIN	DENTED CARGO DOOR		1/15/98 MWEA98023
	FWD CARGO DOOR SKIN FOUND DENTED. MTC REPAIRED IAW SRM 52-05 FIG 3.								

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5241 NWAA	754NW 47178	DOUG DC941				SEAL	LOOSE GALLEY DOOR		1/18/98 9800959754
DURING CLIMB, HEARD A BANGING NOISE AT FORWARD GALLEY SERVICE DOOR. FLIGHT RETURNED TO DTW AND LANDED WITH NO FURTHER INDICENTS. MAINTENANCE REATTACHED AESTHETIC SEAL.									
5313 ABXA	932AX 47465	DOUG DC933F			DOUG	LONGERON 59114277	CRACKED BS 965		1/16/98 ABXA9800022
DURING C-CHECK, FOUND LONGERON 16L CRACKED AT STA 965. REPAIRED LONGERON 16L IAW DC9 SRM 53-02.									
5313 ABXA	932AX 47465	DOUG DC933F			DOUG	LONGERON 591140513	CRACKED BS 160		1/16/98 ABXA9800021
DURING C-CHECK, FOUND LONGERON 4L CRACKED AT STA 160. REPAIRED LONGERON 4L IAW DC9 SRM 53-02.									
5313 ABXA	932AX 47465	DOUG DC933F			DOUG	LONGERON 54364369	CRACKED BS 965		1/16/98 ABXA9800024
DURING C-CHECK, FOUND LONGERON 13R CRACKED AT STA 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5315 ABXA	968AX 47499	DOUG DC941			DOUG	FLOORBEAM 99115451	CORRODED BS 408		1/16/98 ABXA9800017
DURING C-CHECK, FOUND FLOORBEAM CORRODED AT STA 408 ABOVE THE FWD LOWER CARGO DOOR. REPAIRED FLOORBEAM IAW ABX REA D953-22195 MR.									
5320 ABXA	932AX 47465	DOUG DC933F			DOUG	PRESS PANEL 991015529	CRACKED RTMLG WW		1/16/98 ABXA9800020
DURING C-CHECK, FOUND RT WHEEL WELL PRESSURE PANEL CRACKED OUTBOARD AND AFT OF MAIN FRAME 718, UPPER CORNER OF AFT FLANGE. REPLACED DOUBLER IAW DC9 SRM 51-30.									
5320 ABXA	932AX 47465	DOUG DC933F			DOUG	FITTING 4911383502A	CORRODED BS 980		1/16/98 ABXA9800023
DURING C-CHECK, FOUND FUSELAGE FRAME MOUNT FOOT FITTING STA 980 LONGERON 18L CORRODED, (LT SIDE). REPLACED FITTING IAW DC9 SRM 51-30-5.									
5320 ASAA	955AS 48080	DOUG DC982				CUSP 27779221	CRACKED BS 110		12/11/97 ASAA9780284
OAK - DURING 30 K CHECK, CRACK WAS FOUND ON LONGERON 3L AT FS 110. REPAIRED WITH SPLICE IAW DC9 SRM 53-02, PAGE 48. (M)									
5320 ASAA	955AS 48080	DOUG DC982				CLIP 9915561501	CRACKED BS 1338		12/9/97 ASAA9780282
OAK - DURING 30 K CHECK, CRACK WAS FUOND ON SHEAR CLIP AT FRAME STATION 1338, BETWEEN LONGERON 27L AND 29L. REPAIRED WITH DOUBLER IAW ASA EA 5320-01326. (M)									
5320 ASAA	955AS 48080	DOUG DC982				CUSP 993061237	CRACKED BS 1030		12/11/97 ASAA9780285
OAK - DURING 30 K CHECK, CRACK AS FOUND ON LEFT CUSP MEMBRANE AT FS 1030. REPAIRED WITH DOUBLER IAW ASA EA 5320-01203. (M)									
5330 CALA	58545 47094	DOUG DC932				SKIN	CRACKED BS 996		1/17/98 CALA9800079
INSPECTION FOUND THREE EACH .5 INCH CRACKS AT RIVETS OF AFT PRESSURE BULKHEAD T-CAP SKIN, STA 996, LONGERON 8-9R. A SKIN REPAIR WAS INSTALLED IAW DACO DRAWING J060138.									

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5330 ABXA	932AX 47465	DOUG DC933F			DOUG	DOUBLER 591142775	CORRODED BS 996		1/16/98 ABXA9800025
DURING C-CHECK, FOUND EXFOLIATION CORROSION IN INTERNAL FUSELAGE SKIN DOUBLER AT STA 996 JUST BELOW LONGERON 17R. REPLACED FILLER DOUBLER IAW DC9 SRM 51-30-1.									
5330 ASAA	956AS 48079	DOUG DC982				SKIN	GOUGED BS 1210		12/1/97 ASAA9780277
ONT - DURING CARGO LOADING OF FLT 595, THE LOWER FUSELAGE SKIN WAS DAMAGED AFT OF AFT CARGO COMPARTMENT DOOR BY CONTACT FROM BELTLOADER. ACCOMPLISHED INTERIM REPAIR TO FUSELAGE SKIN IAW ASA EA 5330-01307 AND FERRIED AIRCRAFT TO OAK FOR PERMANENT REPAIR. ACCOMPLISHED PERMANENT REPAIR BY REMOVING DAMAGED AREA AND INSTALLING DOUBLER AND TRIPLER IAW ASA EA 5330-01308. (M)									
5350 NWAA	982US 45790	DOUG DC932				CLIPS	OUT OF ADJUST TAIL CONE		1/13/98 9800879982
DURING TAILCONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO PULL THE INTERIOR RELEASE HANDLE FROM CLIP AND TO DEPLOY TAIL CONE. ADJUSTED HANDLE CLIPS AND RIGGED TAIL CONE DEPLOYMENT SYSTEM, FUNCTIONAL CHECK OK.									
5350 NWAA	301RC 48054	DOUG DC982				CLIPS	OUT OF ADJUST TAIL CONE		1/13/98 9800889301
DURING TAIL CONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO RELEASE INTERIOR HANDLE FROM CLIPS. ADJUSTED CLIPS, FUNCTIONAL CHECK OK.									
5400 ABXA	932AX 47465	DOUG DC933F			DOUG	ANGLE 591326241	CRACKED NR 1 PYLON		1/16/98 ABXA9800019
DURING C-CHECK, FOUND UPPER PYLON ATTACH ANGLE CRACKED AT STA 980. REPAIRED ANGLE IAW DC9 SRM 54-04.									
5400 ABXA	932AX 47465	DOUG DC933F			DOUG	ANGLE 991550032	CRACKED NR 2 PYLON		1/16/98 ABXA9800018
DURING C-CHECK, FOUND ANGLE IN NR 2 ENGINE PYLON CRACKED AT AFT LOWER SPAR STRAP ABOVE PANEL 8212. REPLACED ANGLE IAW DC9 SRM 51-30-1.									
5414 ABXA	968AX 47499	DOUG DC941			DOUG	SKIN 995819114	CRACKED RT PYLON		1/16/98 ABXA9800016
DURING C-CHECK, FOUND THE RIGHT ENGINE PYLON UPPER SKIN CRACKED INBD OF AFT ENGINE MOUNT AND 6 PULLED FASTENERS IN SAME AREA. REPAIRED SKIN IAW DC9 SRM 51-20-0.									
5522 MWEA	502ME 48132	DOUG DC932				SKIN	MISDRILLED LT ELEVATOR		1/15/98 MWEA98024
LT ELEV OBRD TRAIL EDGE HAS APPROX 1 QUARTER INCH COUNTER SINK HOLE. MTC REPAIRED IAW SRM 55-03 FIG 15.									
5730 ABXA	959AX 47761	DOUG DC941			DOUG	PANEL 5912369509	CORRODED LT WING		1/16/98 ABXA9800015
DURING C-CHECK, FOUND FUEL ACCESS PANEL NR 5912369-509 CORRODED BEYOND LIMITS. REPLACED PANEL.									
7200 NWAA	8932E 47141	DOUG DC931	PWA JT8D9			ENGINE	MALFUNCTIONED LEFT		1/14/98 9800869996
DURING TAKEOFF ROLL, THE LEFT ENGINE WOULD NOT REACH TARGET EPR. CREW ABORTED TAKEOFF AND RETURNED TO GATE. MAINTENANCE PERFORMED OPERATIONAL CHECK OF THE LEFT ENGINE, ALL PARAMETERS WERE NORMAL. PROBLEM COULD NOT BE DUPLICATED.									
7200 NWAA	777NC 47787	DOUG DC951	PWA JT8D17			ENGINE	FAILED LEFT		1/15/98 9800979868
*****	AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE EXPERIENCED AN OVERSPEED CONDITION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE DUE TO TURBINE DAMAGE, OPERATIONAL CHECK OK.								

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7220 NWAA	8921E 45836	DOUG DC931	PWA JT8D9			NOSE BULLET	OBSTRUCTED LT ENGINE		1/12/98 9800899928
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE WOULD NOT REACH TARGET EPR. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REMOVED OBSTRUCTION FROM THE LEFT ENGINE NOSE BULLET, OPERATIONAL CHECK OK.									
7331 NWAA	615NW 47129	DOUG DC932	PWA JT8D9A			POWER SUPPLY 8TJ55GAN1	INOPERATIVE RT ENGINE		1/11/98 9800579615
NR 2 FUEL FLOW INDICATION BECAME ERRATIC DURING TAKEOFF ROLL. THE TAKEOFF WAS ABORTED AND THE FLIGHT RETURNED TO THE GATE. MAINTENANCE PLACED THE NR 2 FUEL FLOW INDICATOR ON MEL. THE AIRCRAFT WAS RELEASED AND CONTINUED AS SCHEDULED. THE FUEL FLOW INDICATOR POWER SUPPLY WAS SUBSEQUENTLY REPLACED, OPERATIONAL CHECK WAS SATISFACTORY.									
7711 NWAA	764NC 47717	DOUG DC951	PWA JT8D17			PT7 LINE 611427, 611428	LEAKING LT ENGINE		1/14/98 9800989855
DURING TAKEOFF ROLL AT 80 KNOTS, THE LEFT ENGINE WOULD NOT REACH TARGET EPR INDICATION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED PT7 LINES, OPERATIONAL CHECK OK.									
7711 NWAA	764NC 47717	DOUG DC951	PWA JT8D17			PT7 LINE	MOISTURE CONTAM RT ENGINE		1/11/98 9800909855
DURING TAKEOFF ROLL AT 85 KNOTS, THE RIGHT ENGINE WOULD NOT REACH TARGET EPR. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REMOVED MOISTURE FROM PT7 LINES, OPERATIONAL CHECK OK.									
3240 WRLA	271WA 48518	DOUG MD11				TRANSMISSION 4305890022	DAMAGED NR 4 MAIN WHEEL		12/29/97 WRLA97149
DURING INITIAL TAKEOFF, FLIGHT CREW RECEIVED 'TIRE FAIL'. FLIGHT CREW ELECTED TO RETURN TO GATE. AIRCRAFT RETURNED TO GATE WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL FOUND TRANSMISSION UNIT HAD FAILED, DAMAGING HUB-CAP DRIVE. PARTS NOT AVAILABLE ISSUED DMI M32DE29-46 PER MEL 32-26-1-2. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 DALA	807DE 48478	DOUG MD11				LIGHT L205301	INOPERATIVE CABIN		1/10/98 DLM11980090
BAT 6 LOW LIGHTS DURING EMERGENCY LIGHTS TEST AFT SECTION EMERGENCY FLOOR LIGHTS AND SIGNS INOP. FOUND LT DOOR EMERGENCY LIGHT ASSY SHORTED TO GROUND L2-531. REPLACED LIGHT ASSY, OPN NORMAL.									
3222 DALA	911DE 49967	DOUG MD88				SCHRADER VALVE	FAILED NLG STRUT		1/18/98 DLM88980139
AFTER TAKEOFF, NOSE GEAR FAILED TO RETRACT. A/C RETURNED TO CVG. FOUND FLUID LEVEL OK AND LOW ON AIR. REPLACED SCHRADER VLV, RESERVICED FLUID AND AIR. A/C NOSE JACKED AND NOSE GEAR RETRACTED OK. TAXIED A/C. NOSE STRUT IS NOW HOLDING FLUID AND AIR. NO OTHER PROBLEMS NOTED.									
3222 DALA	962DL 49981	DOUG MD88				STRUT	REQD SERVICE NLG		1/16/98 DLM88980127
NOSE GEAR UNSAFE (RED) INDICATION WHEN GEAR HANDLE WAS RAISED AFTER TAKEOFF. CYCLED HANDLE SAME RESULTS. LEFT GEAR DOWN AND RETURNED TO ATL. FOUND NOSE STRUT FLAT. SERVICED STRUT.									
3350 DALA	937DL 49810	DOUG MD88				BATTERY PACK 20131A	DISCHARGED CABIN		1/18/98 DLM88980141
ON LAYOVER, NR 2 CHK OF A/C 937 FOUND EMERGENCY FLOOR TRACK LIGHTING INOP FROM SEAT 24DE TO BACK OF A/C. REPLACED BATT PACK ABOVE SEAT 37DE FOR AFFECTED TRACK LIGHTING, OPS CHK NML.									
3350 DALA	938DL 49811	DOUG MD88				BATTERY PACK 20131A	DISCHARGED CABIN		1/18/98 DLM88980142
ON LAYOVER, NR 2 CHECK FOUND EMERGENCY TRACK LIGHTING ON FLOOR IN AFT OF A/C INOP. BORROWED EMERGENCY TRACK LIGHTING BATTERY PACK FROM TWA (S/N 30). INSTLD PACK IN EMERGENCY BATTERY PACK POSITION IN OVERHEAD BIN ABOVE SEAT 37DE. ALL EMERGENCY TRACK LIGHTING OPS CHK NML AT THIS TIME.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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4920 DALA	910DE 53419	DOUG MD88				APU	FAILED AFT FUSELAGE	4007	1/17/98 DLM88980149
DURING CLIMBOUT, CABIN FILLED WITH BLUE SMOKE. RETURNED TO ATL. BOTH PACKS ON AND SMOKE DET CAPTS SIDE AFT WENT OFF. FOUND APU LEAKING OIL. REPLACED APU.									
5330 DALA	939DL 49812	DOUG MD88				SKIN 593666751	TORN BS 1193		1/14/98 DLM88980111
THE FUSELAGE SKIN, INTERNAL DOUBLER, EXTERNAL DOUBLER, AND LOWER SILL BEAM OF THE C3 DOOR CUTOUT WERE FOUND TORN DUE TO A GROUND EQUIPMENT IMPACT. THE LOWER SILL BEAM AND EXTERNAL DOUBLER WERE REPLACED. THE SKIN AND INTERNAL DOUBLER WERE REPAIRED WITH A DOUBLER AND TRIPLER. THE REPAIRS WERE ACCOMPLISHED PER ER/A 363674-14, REV A.									
7711 MWEA	601ME 49762	DOUG MD88				EPR SYST	ICED UP LT ENGINE		1/13/98 MWEA98021
NR 1 ENG EPR FAILED TO FULL ACCELERATE. PERFORMED LOW SPEED ABORT AT TAKEOFF. MTC CLEARED ICE FROM EPR SYSTEM LT ENG.									
2612 BUHA	101RA 100220	EMB EMB110P1			1107822117	WIRE TERMINAL 13873	BROKEN LT ENG OUTBOARD	16908	12/16/97 98ZZZX217
WHILE ON SHORT FINAL, LEFT FIRE WARNING ILLUMINATED. MAINTENANCE INSPECTED AND FOUND BROKEN WIRE AT TERMINAL END AT OUTBOARD FORWARD THERMOCOUPLE. REPLACED TERMINAL END SYSTEM. OPS CHECKED OK.									
2731 COMA	263CA 120255	EMB EMB120RT				SENSOR ATG120TR	DEFECTIVE ELEVATOR TRIM		1/15/98 COMA9810024
TRIM WARNING DURING TAKEOFF. REPLACED THE ELEVATOR TRIM TAB PROXIMITY SENSOR.									
2750 ASOA	283AS 120236	EMB EMB120RT				CONNECTOR	DIRTY TE FLAPS		12/21/97 ASOA97067
INBOUND DFW-ICT, EXPERIENCED FLAP CONTROL FAULT. RAN CHECKLIST WITHOUT SUCCESS. AFTER CONSULTING WITH FLT CONTROL, AGREED TO CONTINUE TO ICT. CREW DECLARED AN EMERGENCY AND PERFORMED A ZERO-FLAP LANDING WITHOUT FURTHER INCIDENT. DFW MECHANIC WAS DISPATCHED AND CLEANED THE INBOARD FLAP CONNECTORS AND OPERATED THE FLAPS SEVERAL TIMES WITH NO DISCREPANCIES NOTED. THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2751 ASOA	244AS 120073	EMB EMB120RT				ANNUNCIATOR 3069001017	DEFECTIVE COCKPIT		12/26/97 ASOA97069
OUTBOUND DFW-HOU - EXPERIENCED FLAP CONTROL FAULT. CREW FOLLOWED QRH RESET PROCEDURES. THE SYSTEM WOULD NOT RESET AND THE CREW CONTACTED MAINTENANCE, DECLARED AN EMERGENCY AND RETURNED TO DFW WHERE LANDING WAS MADE WITHOUT INCIDENT. DFW MAINTENANCE MEGOHMED THE FLAP WIRING FROM THE INBOARD ACTUATORS TO THE FLAP CONTROL UNIT AND CHECKED RESISTANCE OF THE INBOARD ACTUATORS WITH NO DEFECTS NOTED. REMOVED AND REPLACED FLAP ANNUNCIATOR AS PREVENTIVE MAINTENANCE. OPERATIONAL TESTS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2752 ASOA *****	244AS 120073	EMB EMB120RT				ACTUATOR 3430001001	FAILED RT TE FLAP		12/27/97 ASOA97070
INBOUND IAH-DFW - EXPERIENCED FLAP CONTROL FAULT. CREW ATTEMPTED TO RESET PER POH PROCEDURES WITH NO SUCCESS. CREW DECLARED AN EMERGENCY AND LANDED AT DFW WITHOUT FURTHER INCIDENT. DFW MAINTENANCE REMOVED AND REPLACED THE RIGHT OUTBOARD FLAP ACTUATOR AND REQUESTED A TEST FLT 1 HOUR MINIMUM DURATION AND 15 FLAP CYCLES. TEST FLIGHT AND OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2752 ASOA *****	283AS 120236	EMB EMB120RT				ACTUATOR 3430001001	FAILED LT TE FLAP		12/22/97 ASOA97068
INBOUND ILE-DFW - EXPERIENCED FLAP CONTROL FAULT ON THE INBOARD PAIR. DUE TO WEATHER CONDITIONS, CREW DECLARED AN EMERGENCY AND PERFORMED A ZERO FLAP LANDING AT DFW WITHOUT FURTHER INCIDENT. DFW MAINTENANCE MEGOHMED ALL FLAP WIRING HARNESSSES AND DETERMINED THAT THE LEFT INBOARD FLAP ACTUATOR WAS BAD. REMOVED AND REPLACED FLAP ACTUATOR. OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED AND FURTHER SERVICE. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3350 MASA	340JS 120172	EMB EMB120RT				BULB 3071BPE	LOOSE CABIN		10/23/97 MASA97195
FLT 5560 - CLT-GNV - ONE FLOOR LIGHT WAS FOUND TO BE INOP ON EMERGENCY FLOOR TRACK LIGHTING. THE ITEM WAS DEFERRED PER MEL 33-51-1. THE AIRCRAFT WAS RETURNED TO SERVICE. IN SUBSEQUENT MAINTENANCE, FOUND THE BULB WAS LOOSE IN THE SOCKET. BULB WAS RESECURED. OPS CHECK GOOD. (M)									
3350 MASA	269UE 120194	EMB EMB120RT				BULB 1317	FAILED LT EXTERIOR		1/1/98 MASA98001
FLT 5558 - JAX-GNV - CREW FOUND EXTERIOR EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED BULB. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5312 SWIA	188SW 120039	EMB EMB120ER	PWA PW118A			BULKHEAD STRAP	CORRODED FUSELAGE		12/6/97 SWIA971064
CORROSION ON BUTT STRAP ALONG LEFT BULK HEAD UNDER GALLEY. REPLACED LEFT BUTT STRAP SILL.									
5313 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			STRINGER	CORRODED FUSELAGE		12/5/97 SWIA971061
CORROSION FOUND AT PASSENGER ENTRY AREA BELOW FORWARD AND AFT DOOR ACTUATORS, STRINGER 17. REMOVED AND REPLACED STRINGER 17 BELOW CABIN DOOR OPENING, IAW SRM 51-40-02.									
5313 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			STRINGER	CORRODED FUSELAGE		12/1/97 SWIA971056
SKIN PULLED AWAY FROM 2 RIVETS LOWER LEFT FUSELAGE NEAR LEADING EDGE OF FORWARD WING/FUSELAGE FAIRING ATTACH ANGLE, MARKED. REMOVED STRINGER ABOVE POPPED RIVETS AND FOUND CORROSION ON STRINGER. SPLICED IN NEW SECTION OF STRINGER BETWEEN FRAMES 20 AND 21 AT ABOUT 5 O'CLOCK POSITION IAW SRM 53-00-03.									
5320 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			CROSSBEAM	CORRODED FUSELAGE		12/1/97 SWIA971059
RIGHT T-SECTION CROSSBEAM AT FRAME 16 HAS CORROSION. REMOVED AND REPLACED RIGHT T-SECTION CROSSBEAM AT FRAME 16 IAW SRM 51-40-02.									
5320 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			SILL	CORRODED LAVATORY		12/1/97 SWIA971055
RIGHT SILL AT LAVATORY AREA HAS CORROSION. REMOVED AND REPLACED RIGHT SILL UNDER LAVATORY AREA, IAW SRM 51-40-02.									
5320 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			CROSSBEAM	CORRODED FUSELAGE		12/1/97 SWIA971058
LEFT T-SECTION CROSSBEAM AT FRAME 16 HAS CORROSION. REMOVED AND REPLACED LEFT T-SECTION CROSSBEAM AT FRAME 16, IAW SRM 51-40-02.									
5320 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			CROSSBEAM	CORRODED FUSELAGE		12/1/97 SWIA971060
LEFT FLOOR CROSSBEAM AT FRAME 16 HAS CORROSION. REMOVED AND REPLACED LEFT FLOOR CROSSBEAM AT FRAME 16 IAW SRM 51-40-02.									
5320 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			CROSSBEAM	CORRODED FUSELAGE		12/1/97 SWIA971057
LEFT T-SECTION CROSSBEAM AT FRAME 20 HAS CORROSION. REMOVED AND REPLACED LEFT T-SECTION CROSSBEAM AT FRAME 20, IAW SRM 51-40-02.									
5320 SWIA	188SW 120039	EMB EMB120ER	PWA PW118A			BUTT STRAP	CORRODED LAVATORY		12/6/97 SWIA971063
CORROSION ON BUTTS STRAPS UNDER LAVATORY. REPLACED RIGHT BUTT STRAP AND SPLICED IN NEW BUTT STRAP UNDER LAVATORY.									
5347 SWIA	188SW 120039	EMB EMB120ER	PWA PW118A			SEAT TRACK	CORRODED CABIN		12/5/97 SWIA971062
LEFT FORWARD INBOARD SEAT TRACK HAS CORROSION BEYOND LIMITS. REMOVED AND REPLACED BAD PORTION OF SEAT TRACKS ON LEFT FORWARD SEAT TRACK.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



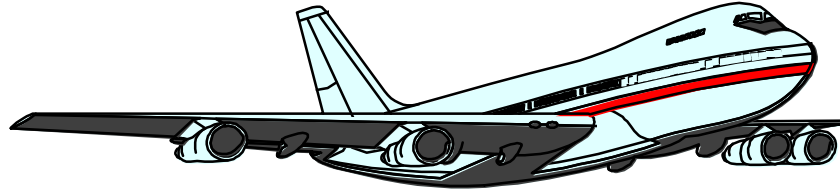




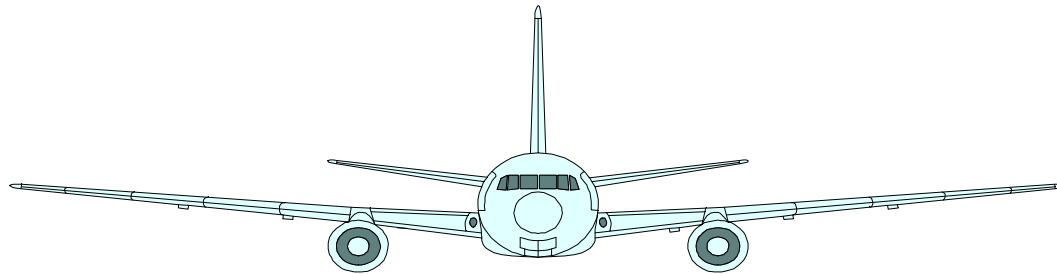




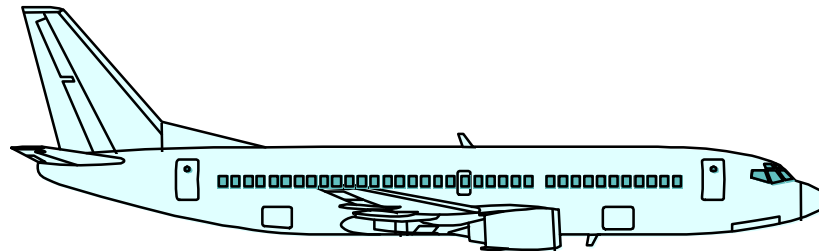




**INTERNATIONAL**



**SERVICE DIFFICULTY REPORT**









## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7261		BAC 146100A	LYC ALF502R5			CHIP DETECTOR	SEPARATED NR 1 ENG		11/26/97 AU971483
(AUS) NO1 ENGINE FULL FLOW CHIP DETECTOR DISLODGED ALLOWING A MASSIVE OIL LEAK. ENGINE WAS INSPECTED IAW MAINTENANCE MANUAL WITH NO FAULT FOUND AND RETURNED TO SERVICE.									
7310		BAC 146200A	LYC ALF502R5			MANIFOLD 162ANSETTSNO	CRACKED NR 2 ENG FUEL		7/3/97 AU971512
(AUS) NO2 ENGINE INBOARD FUEL MANIFOLD CRACKED. FOUND DURING EDDY CURRENT INSPECTION IAW ER ALF73-10-20 PART 2B.									
2810		BAG JETSTM3107		ROTOL R333482F12		CAP	SERVICEABLE FUEL STORAGE		10/21/97 AU971442
(AUS) FUEL CAPS FOUND TO BE SERVICEABLE FOLLOWING EAA-QA INVESTIGATION.									
2910		BAG JETSTM3107		ROTOL R333482F12		HOSE 137935A77	FAILED RT ENG HYD		9/23/97 AU971440
(AUS) HYDRAULIC PRESSURE HOSE LOCATED BETWEEN THE RH ENGINE DRIVEN HYDRAULIC PUMP AND THE FIREWALL HAD FAILED. LOSS OF HYDRAULIC FLUID.									
3251		BAG JETSTM3107		ROTOL R333482F12		SELECTOR VALVE	FAULTY NLG STEERING		11/28/97 AU971543
(AUS) NLG STEERING METERING VALVE (FOUR-WAY SELECTION) FAULTY.									
3246		BOEING 7272J4	PWA JT8D17		BENDIX	WHEEL 265759A	FRACTURED NR 4 MLG		2/13/97 387 AU971262
(AUS) NO4 MAIN WHEEL HALF FAILED IN THE CENTRE HUB AREA. DAMAGE CAUSED TO THE BRAKE AND WHEEL BEARING. FUSE PLUG MELTED AND TYRE DEFLATED.									
3417		BOEING 727277	PWA JT8D15			ADC HG48B13	FAULTY AIR DATA COMP		5/27/97 AU971128
(AUS) NO2 AIR DATA COMPUTER (ADC) FAILED. INVESTIGATION FOUND A DRY SOLDER JOINT ON A PIN CONNECTION AND THE HEAT SINK COMPOUND BETWEEN THE POWER DIODES AND THEIR INTERFACE WITH THE MODULE CIRCUIT CARD HAD DETERIORATED.									
2163		BOEING 737377				SENSOR 6171661	FAILED RT AIR COND		10/13/97 AU971540
(AUS) RH AIR CONDITIONING PACK RAM AIR TEMPERATURE SENSOR OPEN CIRCUITED CAUSING THE RAM AIR DOOR AND OUTLET LOUVRES TO CLOSE AND LIMIT COOLING AIR OVER PRIMARY AND SECONDARY HEAT EXCHANGERS.									
2612		BOEING 737377				FIRE DETECTOR	FAULTY APU FIRE WARN		5/28/97 AU971224
(AUS) APU FALSE FIRE WARNING. SUSPECT CAUSED BY MOISTURE IN FIREDETECTOR SYSTEM.									
2730		BOEING 73733A				FEEL UNIT 364ANSETTSN	FAULTY ELEVATOR CONTROL		3/5/97 AU971369
(AUS) ELEVATOR FEEL AND CENTERING UNIT FAULTY. SOME LINKAGE COMPONENTS DAMAGED.									
2820		BOEING 737476				VALVE 895	FAILED FUEL DIST		12/2/97 9779 AU971554
(AUS) FUEL CROSSFEED VALVE FAULTY.									
2820		BOEING 737476				VALVE 889	FAULTY FUEL DIST		12/3/97 5814 AU971555
(AUS) FUEL CROSSFEED VALVE FAULTY.									

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2824		BOEING 737476				ACTUATOR 45744	FAULTY FUEL CROSSFEED	2413	10/28/97 AU971401
(AUS) FUEL SYSTEM CROSSFEED VALVE ACTUATOR SEIZED.									
3244		BOEING 73733A	GE CFM563B1			TIRE 397812	SEPARATED NR 4 MAIN		8/8/97 AU971413
(AUS) NO4 MAIN LANDING GEAR TYRE TREAD SEPARATED. DAMAGE CAUSED TO FLAPS, MLG DOORS AND STABILISER LEADING EDGE. DAMAGE CAUSED BY A FOREIGN OBJECT PENETRATING THE TOP SIX PLYS OF THE TYRE.									
3244		BOEING 737377				TIRE H42X16X19	FAILED LT MLG		9/26/97 AU971425
(AUS) BOTH LH MAIN WHEEL TYRES FAILED. SUSPECT NO1 OUTBOARD TYRE FAILED FIRST DUE TO FOD. NO2 TYRE THEN FAILED DUE TO HIGH ENERGY BRAKING COMBINED WITH RAPID DECELERATION. DAMAGE TO FLAPS, MLG DOORS AND BRAKE LINES. SMALL AMOUNTS OF TYRE DEBRIS ALSO ENTERED THE LH ENGINE CAUSING MINOR DAMAGE TO FAN BLADES.									
3244		BOEING 737377				TIRE DR2582T	SEPARATED LT NLG WHEEL		6/18/97 AU971237
(AUS) LH NOSEWHEEL TYRE TREAD SEPARATED. DAMAGE TO LH FRONT CORNER OF E & E BAY DOOR.									
3417		BOEING 73733A				ADC HG48B42	MALFUNCTION AIR DATA COMP		5/26/97 AU971142
(AUS) NO2 AIR DATA COMPUTER (ADC) SUSPECT FAULTY. WORKSHOP INVESTIGATION COULD FIND NO FAULTS.									
5312		BOEING 737377				WEB	CRACKED MAIN BULKHEAD		9/18/97 AU971539
(AUS) FORWARD PRESSURE BULKHEAD WEB CRACKED IN SEVEN PLACES: AREA UNDER THE RADAR SCANNING MOUNTING BRACKETS CONTAINED FOUR CRACKS BETWEEN LBL 5.5 AND RBL 5.7 - CRACK LENGTHS 27MM (1.06IN), 13MM (0.5IN) AND TWO CRACKS OF 16MM (0.630IN)B. TWO CRACKS EITHER SIDE OF BLO JUST ABOVE WL 184 - CRACK LENGTHS 29MM (1.14IN) AND 20MM (0.787IN) C. ONE CRACK IN THE WEB ANGLE RADIUS INBOARD OF LBL 5.9 - CRACK LENGTH 28MM (1.1IN)FOUND DURING ULTRASONIC AND EDDY CURRENT INSPECTION IAW ERB73-53-10-39A.									
2460		BOEING 747438				SOCKET SG62	MELTED DC POWER DISTRIB		8/11/97 AU971382
(AUS) DOOR 4L VACUUM CLEANER ELECTRICAL SOCKET BURNT AND MELTED. SUSPECT CAUSED BY EXCESSIVE CURRENT DRAW FROM WHATEVER DEVICE HAD BEEN PLUGGED IN AT THE TIME. IN ADDITION THE DEVICE HAD NOT BEEN MAKING FULL CONTACT WITH THE SOCKET FINGERS.									
3242		BOEING 747338				BRAKE 262125	UNAPPROVED PART LT BODY GEAR		10/19/97 AU971436
(AUS) INCORRECT BRAKE ASSEMBLY FITTED TO LH BODY GEAR POSITION 7R. THE BRAKE UNIT WAS A &&SP TYPE UNIT. PERSONNEL/MAINTENANCE ERROR.UNAPPROVED PART.									
3411		BOEING 747438				PIPE	DISCONNECTED PITOT/STATIC SYS		6/22/97 AU971380
(AUS) CENTRE AIR DATA COMPUTER (ADC) PITOT/STATIC LINES DISCONNECTED.									
5310		BOEING 747238B				STRUCTURE	CRACKED FUSELAGE		10/6/97 AU971546
(AUS) FUSELAGE STRUCTURE CONTAINED NUMEROUS CRACKS IN SECTION 41. FOUND DURING INSPECTION IAW AD/B747/85, SECTION 41.									
5411		BOEING 747238B				BRACE 65B8912	CRACKED NR 4 ENG STRUT		8/12/97 AU971379
(AUS) NO4 ENGINE STRUT DIAGONAL BRACE REAR OUTBOARD LUG CRACKED. FOUND DURING INSPECTION IAW FAA AD89-07-15 (CASA AD/B747/70).									

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5414		BOEING 747238B				SKIN	CRACKED NR 1 NR 4 NAC		8/27/97 AU971383
(AUS) NO1 AND NO4 ENGINE NACELLE STRUT OUTBOARD SKIN AND DOUBLER CRACKED BEYOND LIMITS.									
5753		BOEING 747338				LUG 65B1159844	DAMAGED RT NR 5 TE FLAP		10/29/97 AU971437
(AUS) NO5 RH TRAILING EDGE FOREFLAP CARRIAGE AND TOGGLE ASSEMBLY DAMAGED. ONE ATTACHMENT LUG BROKEN OFF.									
7200		BOEING 747312	PWA JT9D7R4G2			ENGINE	FAILED ENGINE NR 1		11/12/97 AU971427
(AUS) NO1 ENGINE LOST POWER AND EXCEEDED EGT LIMITS.									
7312		BOEING 747312	PWA JT9D7R4G2			HEATER 113	STRIPPED NR 1 ENG FUEL		11/3/97 AU971464
(AUS) NO1 ENGINE P.H.I. FUEL HEATER ASSEMBLY FUEL OUT UNION PN MS9193-07 LOOSE. FURTHER INVESTIGATION FOUND THAT THE THREAD INSIDE THE HEATER ASSEMBLY WAS STRIPPED .									
2460		BOEING 767338				CABLE	WORN DC POWER DISTRIB		10/15/97 AU971421
(AUS) GENERATOR FEEDER CABLE CHAFED AND SHOWING EVIDENCE OF BURN MARKS. LOCATED AT WING STATION S325 (NO6 LE SLAT). INVESTIGATION FOUND THAT THE CABLE HAD CHAFED ON AN ADJACENT PNEUMATIC OVERHEAT DETECTOR CLIP.									
3232		BOEING 767277				PISTON SEAT 21ANSETTSN	FRACTURED NLG VALVE	10/27/97 39237	AU971566
(AUS) AFTER TAKE-OFF, THE GEAR DOOR DISAGREE MESSAGE WARNING DISPLAYED AND EXCESSIVE NOSE GEAR VIBRATIONS WERE FELT DURING GEAR RETRACTION. GROUND INVESTIGATION FOUND THAT THE NLG PRIORITY VALVE'S PISTON SEAT ASSEMBLY PNO 01715201B2-1 HAD FRACTURED PREVENTING BALL PNO MS134359 FROM SEATING.									
5210		BOEING 767238	PWA JT9D7R4E			SWITCH 41T6844	FAILED PASS NR 1 DOOR		10/20/97 AU971420
(AUS) LH SIDE NO1 DOOR CLOSE SWITCH FAULTY. THE DOOR WAS UNABLE TO BE OPENED EITHER BY MANUAL OR ELECTRICAL MEANS.									
2913		BRAERO BAE1251000	PWA PW305			O-RING	FAILED NR 1 ENG HYD		11/25/97 AU971506
(AUS) NO1 ENGINE HYDRAULIC PUMP HIGH PRESSURE FITTING `O' RING SEAL FAILED. LOSS OF HYDRAULIC FLUID.									
3230		DHAV DHC8102	PWA PW120A			ACTUATOR 8415	SEPARATED NLG RETRACT		10/28/97 AU971396
(AUS) NOSE LANDING GEAR DRAG BRACE ACTUATOR SEPARATED FROM AND DAMAGED NOSE GEAR WHEEL WELL STRUCTURE.									
3244		DHAV DHC8102			H31X97513	TIRE 222K682	FAILED MLG		3/7/97 AU971444
(AUS) TYRES (2OFF) FAILED. LIMITED INFORMATION PROVIDED.									
5101		DHAV DHC8102	PWA PW120A			AIRCRAFT	LIGHTNING STRIKE STRUCTURE		10/19/97 AU971395
(AUS) AIRCRAFT SUFFERED A LIGHTNING STRIKE. DAMAGE TO BOTH PROPELLERS,RH AND LH INBOARD WINGS AND INBOARD FLAPS.									

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5330		DHAV DHC8102	PWA PW120A			SKIN	DAMAGED BS521-545		11/28/97 AU971492
(AUS) REAR FUSELAGE DAMAGED JUST FORWARD OF THE CARGO DOOR DUE TO IMPACT BY BAGGAGE HANDLERS TRACTOR. NO TEARING OR CRACKING OF THE SKIN WAS EVIDENT ALTHOUGH THE LIMITS OF THE DAMAGE ARE BEYOND THE SIZE ALLOWABLE TO CONTINUE WITHOUT REPAIR. DAMAGE WAS LOCATED BETWEEN FS 521 AND FS 545 AND CROSSES FRAMES AT FS 531.5 AND FS 539 BETWEEN STRINGERS 22 AND 23 LEFT. THE MAXIMUM DEPTH BETWEEN THE FRAMES IS 5.334MM (0.210IN), 5.588MM (0.220IN) AND 4.572MM(0.180IN).									
5512		DHAV DHC8202				SKIN	CORRODED HORIZ STAB LE		12/2/97 AU971505
(AUS) LH AND RH HORIZONTAL STABILISER UPPER AND LOWER LEADING EDGES CONTAINED CORROSION AROUND FASTENER HOLES. AIRCRAFT OPERATES IN A SALT LADEN ENVIRONMENT AND IS WASHED REGULARLY, HOWEVER THE HEIGHT OF THE TAILPLANE MAKES THE WASHING OF THIS AREA DIFFICULT.									
5751		DHAV DHC8102	PWA PW120A			HINGE	DAMAGED LT AIL OUTB		11/14/97 AU971451
(AUS) LH AILERON OUTBOARD ATTACHMENT HINGE DAMAGED.									
7540		DHAV DHC8102	PWA PW120A			ELECTRICAL SYS	CONTAMINATED BLEED AIR IND		10/31/97 AU971415
(AUS) BLEED AIR SYSTEM ELECTRICAL CIRCUIT CONTAMINATED WITH WATER DUE TO HEAVY RAIN.									
3442		FOKKER F27MK600	RROYCE DART5327R	ROTOL R1934304		TRANSCIEVER MI591162	FAILED WEATHER RADAR		12/10/97 AU971553
(AUS) RADAR TRANSMITTER/RECEIVER FAILED.									
5240		FOKKER F28MK4000	RROYCE SPEY55515			DOOR	CRACKED RT SERVICE		8/6/97 AU971463
(AUS) RH SERVICE/EMERGENCY DOOR CONTAINED TWO CRACKS IN THE LOWER AFT CORNER RUNNING UNDER THE REPAIR DOUBLERS. CRACK LENGTHS 5MM AND 6MM (0.19IN AND 0.23IN). FOUND DURING EDDY CURRENT INSPECTION IAW ER F28/53/30/18C.									
5312		FOKKER F28MK4000	RROYCE SPEY55515			WEB	CRACKED FWD PRESS BLKHD		8/19/97 AU971461
(AUS) FORWARD PRESSURE BULKHEAD CRACKED IN TWO PLACES:- 1. WEB AT HORIZONTAL BEAM 7 LOCATED OUTBOARD OF VERTICAL BEAM BL325L 2. WEB AT HORIZONTAL BEAM 8 LOCATED OUTBOARD OF VERTICAL BEAM BL325L FOUND DURING VISUAL INSPECTION IAW ER F28-53-10-20G.									
5315		FOKKER F28MK1000	RROYCE SPEY55515			BEAM A38	CRACKED GALLEY FLOOR		12/3/97 AU971542
(AUS) FLOOR BEAM CRACKED AT EDGE OF PREVIOUS REPAIR IN AREA BENEATH GALLEY AND FIRST CONSOLE. CRACK LENGTH 20MM (0.787IN). FOUND DURING CORROSION CONTROL PROGRAMME WHICH CONSTITUTES PART OFAD/F28/66.									
2910		FRCHLD SA227CC	GARRTT TPE33111U	MCAULY 4HFR34C652		PIPE 2781322682	CRACKED HYDRAULIC		11/1/97 AU971381
(AUS) HYDRAULIC PIPE SPLIT IN RADIUS LOCATED ON THE FIRST BEND FORWARD OF THE RH ENGINE FIREWALL.									
3260		FRCHLD SA227CC	GARRTT TPE33111U	MCAULY 4HFR34C652		INDICATOR 278218657	FAULTY MLG POS		12/4/97 AU971535
(AUS) RH MAIN LANDING GEAR POSITION LIGHT FAULTY.									
2730		SWRNGN SA227AC				ROD END MS211518	CREASED ELEVATOR CONTROL		12/23/97 AU971576
(AUS) ELEVATOR CONTROL ROD END BEARING RETAINER/DUST SEAL CREASED ON BOTH SIDES OF ROD END DUST COVERS. FOUND DURING AD/SWSA226-82.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3411		SWRNGN SA227AC	GARRTT TPE33111U			STATIC PORT	BLOCKED PITOT-STATIC SYS		12/7/97 AU971537
(AUS) LH STATIC PORT BLOCKED BY WATER FOLLOWING HEAVY RAIN.									
5744		SWRNGN SA227AC	GARRTT TPE33111U	ROTOL R321482F8		BRACKET 27344277	CRACKED LT AIL PIVOT		10/17/97 AU971485
(AUS) LH AILERON CENTRE ATTACHMENT BRACKET CRACKED ON UPPER AND LOWER WEBS AT AILERON INPUT BELLCRANK PIVOT BOLT ATTACHMENT AREA.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **SERVICE DIFFICULTY REPORT SUMMARY**

### **AIR CARRIER - INDEX**



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

**AIR CARRIER SUMMARY INDEX BY OPERATOR****1/18/98 To 1/24/98    ISSUE: 98-04    ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	25	21	0	16	0	8	0	70
	GL 03	0	0	0	0	0	2	0	0	2
	SO 17	0	0	0	0	0	0	1	0	1
	SO 33	0	0	1	0	0	0	0	0	1
	SW 99	0	0	0	0	1	0	0	0	1
	WP 23	0	0	0	0	0	0	1	0	1
AALA	SW 07	0	0	0	0	99	0	0	0	99
ABXA	GL 23	0	0	0	0	11	0	0	0	11
ANZF	WP 03	0	0	0	0	1	0	0	0	1
ASAA	NM 01	0	1	0	0	16	0	0	0	17
ASOA	SO 11	0	6	1	0	1	0	0	0	8
AWXA	WP 28	0	0	7	0	1	0	0	0	8
BIEA	EA 21	0	0	0	0	0	0	0	1	1
BUHA	GL 23	0	1	0	0	0	0	0	0	1
CALA	SW 09	0	5	5	2	55	0	0	0	67
CKSA	GL 23	0	0	0	0	1	0	1	0	2
COMA	SO 01	0	1	4	0	0	0	0	0	5
DALA	SO 27	0	6	17	1	41	0	2	0	67
DKAA	GL 23	0	0	0	0	0	0	1	0	1
DM4R	SO 19	0	1	0	0	0	0	0	0	1
EQGA	SW 19	0	4	2	0	0	0	3	0	9
F3LA	NM 03	0	1	1	0	2	0	0	0	4
FDEA	SO 25	0	2	5	0	3	0	0	2	12
HEEA	SW 03	0	1	1	0	0	0	0	0	2
IPXA	SO 01	0	1	2	0	42	0	0	0	45
JGVR	CE 09	0	0	1	0	0	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
K3HA	EA 25	0	0	1	0	0	0	0	0	1
LR7A	AL 03	0	0	0	0	0	1	2	0	3
M8XA	NM 03	0	3	2	0	1	0	0	0	6
MALA	GL 15	0	3	12	0	0	1	2	0	18
MASA	SW 07	0	0	4	0	1	0	0	0	5
MWEA	GL 31	0	0	2	0	2	0	1	0	5
NWAA	GL 01	0	8	33	0	4	0	6	0	51
P2EA	CE 05	0	0	0	0	1	0	2	0	3
P5CA	WP 23	0	1	0	0	4	0	0	0	5
QU2R	EA 17	0	0	0	0	1	0	0	0	1
QXEA	NM 09	0	3	3	0	1	0	0	0	7
RAAA	AL 03	0	0	4	0	0	0	0	0	4
RAIA	CE 03	0	3	5	0	0	1	2	0	11
RRXA	WP 15	0	1	0	0	1	0	0	0	2
SABA	SO 33	0	0	0	0	1	0	0	0	1
SADF	SO 23	0	1	0	0	0	0	0	0	1
SIMA	SW 21	0	1	8	0	0	0	0	0	9
SWAA	SW 07	0	6	2	0	1	0	1	0	10
SWIA	NM 07	0	0	0	0	10	0	0	0	10
TAOA	EA 15	0	3	1	0	0	0	0	0	4
TSAA	WP 13	0	0	11	0	1	0	0	0	12
TWAA	CE 05	0	5	5	0	1	0	0	0	11
UIEA	EA 15	0	0	3	0	1	0	0	0	4
VJ6A	SO 11	0	1	1	0	0	0	0	0	2
VNNA	GL 15	0	0	0	0	0	0	0	1	1
VTZA	EA 27	0	1	0	0	1	0	1	0	3
W8PA	NM 03	0	3	2	0	0	0	1	0	6



OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
WRLA	EA 27	0	0	1	0	0	0	0	0	1
WWMA	WP 15	0	2	0	0	0	0	0	0	2
TOTALS		0	100	168	3	322	5	35	4	637

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

**AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL****1/18/98 To 1/24/98    ISSUE: 98-04    ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
AEROSP	ATR42300	0	1	5	0	0	0	0	0	6
AEROSP	ATR72202	0	1	0	0	0	0	0	0	1
AEROSP	ATR72212	0	2	4	0	1	0	0	0	7
AIRBUS	A300B4203	0	2	1	0	0	0	1	0	4
AIRBUS	A310203	0	0	1	0	0	0	0	0	1
AIRBUS	A320211	0	2	1	0	1	0	0	0	4
AIRBUS	A320212	0	1	0	0	0	0	0	0	1
AIRBUS	A320212	0	3	1	0	0	0	0	0	4
AIRBUS	A320231	0	0	3	0	0	0	0	0	3
AMD	FALCON	0	0	0	0	0	0	1	0	1
AMD	FALCON900	0	1	0	0	1	0	0	0	2
BAC	146100A	0	1	0	0	0	0	1	0	2
BAC	146200A	0	3	2	0	1	0	3	0	9
BAC	146300A	0	2	2	0	0	0	0	0	4
BAC	AVRO146RJ100	0	1	0	0	0	0	0	0	1
BAC	AVRO146RJ85A	0	1	0	0	0	0	0	0	1
BAG	JETSTM3101	0	0	0	0	1	0	0	0	1
BAG	JETSTM3107	0	2	1	0	0	0	0	0	3
BAG	JETSTM3201	0	2	4	0	0	0	1	0	7
BEECH	1900C	0	0	0	0	0	1	0	0	1
BEECH	1900D	0	0	0	0	1	0	0	0	1
BEECH	200BEECH	0	0	1	0	0	0	0	0	1
BEECH	200CBEECH	0	1	0	0	0	0	0	0	1
BOEING	72722	0	0	0	0	2	0	0	0	2
BOEING	727223	0	0	0	0	44	0	0	0	44
BOEING	727225	0	0	1	0	8	0	0	0	9
BOEING	727227	0	5	3	0	83	0	0	0	91

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	72722C	0	0	5	0	11	0	0	0	16
BOEING	727231	0	4	2	0	1	0	0	0	7
BOEING	727232	0	0	5	0	20	0	0	0	25
BOEING	727243	0	0	0	1	3	0	0	0	4
BOEING	727247	0	2	1	0	5	0	1	0	9
BOEING	72725C	0	0	3	0	0	0	0	0	3
BOEING	727277	0	0	1	0	0	0	0	0	1
BOEING	72727C	0	0	1	0	0	0	0	0	1
BOEING	7272A1	0	0	0	0	19	0	0	0	19
BOEING	7272J4	0	0	1	0	0	0	0	0	1
BOEING	737112	0	0	1	0	0	0	0	0	1
BOEING	737201	0	0	1	0	2	0	0	0	3
BOEING	737217	0	0	1	0	0	0	0	0	1
BOEING	737222	0	0	0	0	1	0	0	0	1
BOEING	737230C	0	0	1	0	0	0	0	0	1
BOEING	737232	0	3	0	0	0	0	0	0	3
BOEING	737244	0	0	0	0	0	0	2	0	2
BOEING	73725A	0	0	2	0	0	0	0	0	2
BOEING	737297	0	0	1	0	0	0	0	0	1
BOEING	7372E3	0	0	1	0	0	0	0	0	1
BOEING	7372H4	0	1	0	0	0	0	0	0	1
BOEING	7372M6C	0	0	2	0	0	0	0	0	2
BOEING	7372Q8C	0	0	0	0	1	0	0	0	1
BOEING	7372S2C	0	0	2	0	0	0	0	0	2
BOEING	7372S5C	0	0	0	0	1	0	0	0	1
BOEING	7372T4	0	2	3	0	0	0	0	0	5
BOEING	7372X6C	0	1	0	0	4	0	0	0	5

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737301	0	1	0	0	0	0	0	0	1
BOEING	737317	0	0	1	0	0	0	1	0	2
BOEING	73733A	0	1	2	0	0	0	0	0	3
BOEING	73733R	0	1	0	0	0	0	0	0	1
BOEING	737347	0	0	2	0	0	0	0	0	2
BOEING	737377	0	2	2	0	1	0	0	0	5
BOEING	7373B7	0	0	1	0	0	0	0	0	1
BOEING	7373H4	0	3	1	0	1	0	1	0	6
BOEING	7373K9	0	1	1	0	0	0	0	0	2
BOEING	7373M8	0	1	0	0	0	0	0	0	1
BOEING	7373Q8	0	0	1	0	0	0	0	0	1
BOEING	7373T0	0	0	2	0	3	0	0	0	5
BOEING	7373Y0	0	0	1	0	0	0	0	0	1
BOEING	737476	0	3	0	0	0	0	0	0	3
BOEING	7374Q8	0	0	0	0	5	0	0	0	5
BOEING	737524	0	1	0	0	0	0	0	0	1
BOEING	747122	0	0	0	0	1	0	0	0	1
BOEING	747124	0	1	0	0	3	0	0	0	4
BOEING	747151	0	0	1	0	0	0	0	0	1
BOEING	747238B	0	0	0	0	3	0	0	0	3
BOEING	747245F	0	0	3	0	1	0	0	0	4
BOEING	747312	0	0	0	0	0	0	2	0	2
BOEING	747338	0	0	1	0	1	0	0	0	2
BOEING	747438	0	1	1	0	0	0	0	0	2
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	747SR46	0	0	0	0	1	0	0	0	1
BOEING	757224	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	757232	0	0	1	0	1	0	0	0	2
BOEING	7572G7	0	0	0	0	1	0	0	0	1
BOEING	767238	0	0	0	0	1	0	0	0	1
BOEING	767277	0	0	1	0	0	0	0	0	1
BOEING	767332	0	0	2	0	0	0	0	0	2
BOEING	767338	0	1	0	0	0	0	0	0	1
BOEING	7673P6	0	1	0	0	0	0	0	0	1
BRAERO	BAE1251000	0	1	0	0	0	0	0	0	1
BRAERO	BAE125800A	0	0	1	0	0	0	0	0	1
CNDAIR	CL6002B19	0	0	4	0	0	0	1	0	5
DHAV	DHC7102	0	0	0	0	0	0	1	0	1
DHAV	DHC8102	0	0	4	0	1	0	0	0	5
DHAV	DHC8102	0	0	2	0	3	0	1	0	6
DHAV	DHC8202	0	1	2	0	0	0	0	0	3
DHAV	DHC8202	0	0	0	0	1	0	0	0	1
DORNER	DO328100	0	3	3	0	1	0	2	0	9
DOUG	DC1010	0	0	0	0	20	0	0	0	20
DOUG	DC1010CF	0	1	0	0	0	0	0	2	3
DOUG	DC1030	0	2	0	0	0	0	0	0	2
DOUG	DC1030F	0	1	0	0	0	0	0	0	1
DOUG	DC3AS1C3G	0	0	0	0	0	0	0	1	1
DOUG	DC3CS1C3G	0	0	1	0	0	0	0	0	1
DOUG	DC8*	0	1	0	0	0	0	0	0	1
DOUG	DC863F	0	1	0	0	0	0	0	0	1
DOUG	DC871F	0	1	0	0	3	0	0	0	4
DOUG	DC873F	0	0	0	0	10	0	0	0	10
DOUG	DC8F54	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC914	0	0	4	0	0	0	0	0	4
DOUG	DC915	0	1	1	0	0	0	0	0	2
DOUG	DC931	0	2	6	0	0	0	2	0	10
DOUG	DC932	0	2	15	0	4	0	1	0	22
DOUG	DC933F	0	0	0	0	8	0	0	0	8
DOUG	DC941	0	0	3	0	4	0	0	0	7
DOUG	DC951	0	1	8	0	0	0	3	0	12
DOUG	DC981	0	0	0	1	0	0	0	0	1
DOUG	DC982	0	1	0	0	7	0	0	0	8
DOUG	MD11	0	0	2	0	0	0	0	0	2
DOUG	MD88	0	0	4	1	1	0	1	0	7
EMB	EMB110P1	0	1	0	0	0	0	0	0	1
EMB	EMB120ER	0	0	0	0	10	0	0	0	10
EMB	EMB120RT	0	5	2	0	0	0	0	0	7
FOKKER	F27MK600	0	0	1	0	0	0	0	0	1
FOKKER	F28MK1000	0	0	0	0	1	0	0	0	1
FOKKER	F28MK4000	0	2	3	0	0	0	0	0	5
FOKKER	F28MK4000	0	0	0	0	2	0	0	0	2
FRCHLD	SA227CC	0	1	1	0	0	0	0	0	2
FRCHLD	SA227DC	0	4	0	0	0	0	0	0	4
GULSTM	G159	0	0	0	0	1	0	0	0	1
JETAIR	JETSTM4101	0	1	1	0	1	1	1	0	5
LEAR	35A	0	0	0	0	0	0	1	0	1
LKHEED	10113851	0	0	1	0	0	0	1	0	2
LKHEED	1011385115	0	0	0	0	5	0	0	0	5
LKHEED	10113853	0	0	0	0	2	0	0	0	2
LKHEED	132923D	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
LKHEED	188C	0	0	0	0	0	1	1	0	2
LKHEED	382G	0	0	0	0	0	0	1	0	1
PIPER	PA31350	0	0	0	0	0	0	0	1	1
SAAB	340B	0	2	4	0	0	0	0	0	6
SAAB	SF340A	0	2	4	0	0	1	2	0	9
SWRNGN	SA226AC	0	0	0	0	0	1	0	0	1
SWRNGN	SA227AC	0	0	1	0	0	0	1	0	2
SWRNGN	SA227AC	0	1	1	0	1	0	0	0	3
TOTALS		0	100	168	3	322	5	35	4	637

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

**THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR****1/18/98 To 1/24/98    ISSUE: 98-04    ZAC-326**

<b><u>OPER. DESIG.</u></b>	<b><u>OPERATOR NAME</u></b>	<b><u>FAA DIST. OFF.</u></b>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
ANZF	AIR NEW ZEALAND LTD	WP03
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
AWXA	AMERICA WEST AIRLINES INC	WP28
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DKAA	RELIANT AIRLINES INC	GL23
DM4R	AIRCRAFT SYSTEMS DIV OF COM-JET COR	SO19
EOGA	EXEC EXPRESS II INC	SW19
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
IPXA	UNITED PARCEL SERVICE CO	SO01
JGVR	DUNCAN AVIATION INC	CE09
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
LR7A	LYNDEN AIR CARGO	AL03
M8XA	MOUNTAIN AIR EXPRESS INC	NM03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NWAA	NORTHWEST AIRLINES INC	GL01
P2EA	VANGUARD AIRLINES INC	CE05
P5CA	POLAR AIR CARGO INC	WP23
QU2R	ATLANTIC AVIATION CORP	EA17
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SABA	CCAIR INC	SO33
SADF	SOCIEDAD AERONAUTICA MEDELLIN	SO23
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07



<b><u>OPER. DESIG.</u></b>	<b><u>OPERATOR NAME</u></b>	<b><u>FAA DIST. OFF.</u></b>
TAOA	SHUTTLE INC	EA15
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
UIEA	ATLAS AIR INC	EA15
VJ6A	VALUJET AIRLINES INC	SO11
VNNA	Unknown	GL15
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WRLA	WORLD AIRWAYS INC	EA27
WWMA	WINGS WEST AIRLINES INC	WP15
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		

# JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

## PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data System Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

# JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

## JASC/ TITLE

### 11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

### 12 SERVICING

1210 FUEL SERVICING  
1220 OIL SERVICING  
1230 HYDRAULIC FLUID SERVICING  
1240 COOLANT SERVICING

### 18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS  
1810 HELICOPTER VIBRATION ANALYSIS  
1820 HELICOPTER NOISE ANALYSIS

### 21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM  
2110 CABIN COMPRESSOR SYSTEM  
2120 AIR DISTRIBUTION SYSTEM  
2121 AIR DISTRIBUTION FAN  
2130 CABIN PRESSURE CONTROL SYSTEM  
2131 CABIN PRESSURE CONTROLLER  
2132 CABIN PRESSURE INDICATOR  
2133 PRESSURE REGUL/OUTFLOW VALVE  
2134 CABIN PRESSURE SENSOR  
2140 HEATING SYSTEM  
2150 CABIN COOLING SYSTEM  
2160 CABIN TEMPERATURE CONTROL SYSTEM  
2161 CABIN TEMPERATURE CONTROLLER  
2162 CABIN TEMPERATURE INDICATOR  
2163 CABIN TEMPERATURE SENSOR  
2170 HUMIDITY CONTROL SYSTEM

### 22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM  
2210 AUTOPILOT SYSTEM  
2211 AUTOPILOT COMPUTER  
2212 ALTITUDE CONTROLLER  
2213 FLIGHT CONTROLLER  
2214 AUTOPILOT TRIM INDICATOR  
2215 AUTOPILOT MAIN SERVO  
2216 AUTOPILOT TRIM SERVO  
2220 SPEED-ATTITUDE CORRECT. SYSTEM  
2230 AUTO THROTTLE SYSTEM  
2250 AERODYNAMIC LOAD ALLEVIATING

### 23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM  
2310 HF COMMUNICATION SYSTEM  
2311 UHF COMMUNICATION SYSTEM  
2312 VHF COMMUNICATION SYSTEM  
2320 DATA TRANSMISSION AUTO CALL  
2330 ENTERTAINMENT SYSTEM  
2340 INTERPHONE & PA SYSTEM  
2350 AUDIO INTEGRATING SYSTEM  
2360 STATIC DISCHARGE SYSTEM  
2370 AUDIO/VIDEO MONITORING

### 24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM  
2410 ALTERNATOR-GENERATOR DRIVE  
2420 AC GENERATION SYSTEM  
2421 AC GENERATOR-ALTERNATOR  
2422 AC INVERTER  
2423 PHASE ADAPTER

### 24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR  
2425 AC INDICATING SYSTEM  
2430 DC GENERATING SYSTEM  
2431 BATTERY OVERHEAT WARN. SYSTEM  
2432 BATTERY/CHARGER SYSTEM  
2433 DC RECTIFIER-CONVERTER  
2434 DC GENERATOR-ALTERNATOR  
2435 STARTER-GENERATOR  
2436 DC REGULATOR  
2437 DC INDICATING SYSTEM  
2440 EXTERNAL POWER SYSTEM  
2450 AC POWER DISTRIBUTION SYSTEM  
2460 DC POWER/DISTRIBUTION SYSTEM

### 25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS  
2510 FLIGHT COMPARTMENT EQUIPMENT  
2520 PASSENGER COMPARTMENT EQUIPMENT  
2530 BUFFET/GALLEYS  
2540 LAVATORIES  
2550 CARGO COMPARTMENTS  
2551 AGRICULTURAL SPRAY SYSTEM  
2560 EMERGENCY EQUIPMENT  
2561 LIFE JACKET  
2562 EMERGENCY LOCATOR BEACON  
2563 PARACHUTE  
2564 LIFE RAFT  
2565 ESCAPE SLIDE  
2570 ACCESSORY COMPARTMENT  
2571 BATTERY BOX STRUCTURE  
2572 ELECTRONIC SHELF SECTION

## **26 FIRE PROTECTION**

2600 FIRE PROTECTION SYSTEM  
2610 DETECTION SYSTEM  
2611 SMOKE DETECTION  
2612 FIRE DETECTION  
2613 OVERHEAT DETECTION  
2620 EXTINGUISHING SYSTEM  
2621 FIRE BOTTLE, FIXED  
2622 FIRE BOTTLE, PORTABLE

## **27 FLIGHT CONTROLS**

2700 FLIGHT CONTROL SYSTEM  
2701 CONTROL COLUMN SECTION  
2710 AILERON CONTROL SYSTEM  
2711 AILERON TAB CONTROL SYSTEM  
2720 RUDDER CONTROL SYSTEM  
2721 RUDDER TAB CONTROL SYSTEM  
2722 RUDDER ACTUATOR  
2730 ELEVATOR CONTROL SYSTEM  
2731 ELEVATOR TAB CONTROL SYSTEM  
2740 STABILIZER CONTROL SYSTEM  
2741 STABILIZER POSITION INDICATING  
2742 STABILIZER ACTUATOR  
2750 TE FLAP CONTROL SYSTEM  
2751 TE FLAP POSITION IND. SYSTEM  
2752 TE FLAP ACTUATOR  
2760 DRAG CONTROL SYSTEM  
2761 DRAG CONTROL ACTUATOR  
2770 GUST LOCK/DAMPER SYSTEM  
2780 LE FLAP CONTROL SYSTEM  
2781 LE FLAP POSITION IND. SYSTEM  
2782 LE FLAP ACTUATOR

## **28 FUEL**

2800 AIRCRAFT FUEL SYSTEM  
2810 FUEL STORAGE  
2820 ACFT FUEL DISTRIB. SYSTEM  
2821 ACFT FUEL FILTER/STRAINER  
2822 FUEL BOOST PUMP  
2823 FUEL SELECTOR/SHUTOFF VALVE  
2824 FUEL TRANSFER VALVE  
2830 FUEL DUMP SYSTEM  
2840 ACFT FUEL INDICATING  
2841 FUEL QUANTITY INDICATOR  
2842 FUEL QUANTITY SENSOR  
2843 FUEL TEMPERATURE INDICATING  
2844 FUEL PRESSURE INDICATOR

## **29 HYDRAULIC POWER**

2900 HYDRAULIC POWER SYSTEM  
2910 HYDRAULIC, MAIN SYSTEM  
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN  
2912 HYDRAULIC FILTER-MAIN SYSTEM  
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN  
2914 HYDRAULIC HANDPUMP-MAIN  
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN  
2916 HYDRAULIC RESERVOIR-MAIN  
2917 HYDRAULIC PRESSURE REGULATOR-MAIN  
2920 HYDRAULIC, AUXILIARY SYSTEM  
2921 HYDRAULIC ACCUMULATOR-AUXILIARY  
2922 HYDRAULIC FILTER-AUXILIARY  
2923 HYDRAULIC PUMP-AUXILIARY  
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY  
2926 HYDRAULIC RESERVOIR-AUXILIARY  
2927 HYDRAULIC PRESSURE REGULATOR-AUX.  
2930 HYDRAULIC SYSTEM INDICATING  
2931 HYDRAULIC PRESSURE INDICATOR  
2932 HYDRAULIC PRESSURE SENSOR  
2933 HYDRAULIC QUANTITY INDICATOR  
2934 HYDRAULIC QUANTITY SENSOR

## **30 ICE AND RAIN PROTECTION**

3000 ICE/RAIN PROTECTION SYSTEM  
3010 AIRFOIL ANTI/DE-ICE SYSTEM  
3020 AIR INTAKE ANTI/DE-ICE SYSTEM  
3030 PITOT/STATIC ANTI-ICE SYSTEM  
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL  
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM  
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM  
3070 WATER LINE ANTI-ICE SYSTEM  
3080 ICE DETECTION

## **31 INSTRUMENTS**

3100 INDICATING/RECORDING SYSTEM  
3110 INSTRUMENT PANEL  
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)  
3130 DATA RECORDERS (FLT/MAINT)  
3140 CENTRAL COMPUTERS (EICAS)  
3150 CENTRAL WARNING  
3160 CENTRAL DISPLAY  
3170 AUTOMATIC DATA

## **32 LANDING GEAR**

3200 LANDING GEAR SYSTEM  
3201 LANDING GEAR/WHEEL FAIRING  
3210 MAIN LANDING GEAR  
3211 MAIN LANDING GEAR ATTACH SECTION  
3212 EMERGENCY FLOTATION SECTION  
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK  
3220 NOSE/TAIL LANDING GEAR  
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION  
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE  
3230 LANDING GEAR RETRACT/EXT. SYSTEM  
3231 LANDING GEAR DOOR RETRACT SECTION  
3232 LANDING GEAR DOOR ACTUATOR  
3233 LANDING GEAR ACTUATOR  
3234 LANDING GEAR SELECTOR  
3240 LANDING GEAR BRAKE SYSTEM  
3241 BRAKE ANTI-SKID SECTION  
3242 BRAKE  
3243 MASTER CYL/BRAKE VALVE  
3244 TIRE  
3245 TIRE TUBE  
3246 WHEEL/SKI/FLOAT  
3250 LANDING GEAR STEERING SYSTEM  
3251 STEERING UNIT  
3252 SHIMMY DAMPER  
3260 LANDING GEAR POSITION & WARNING  
3270 AUXILIARY GEAR (TAIL SKID)

## **33 LIGHTS**

3300 LIGHTING SYSTEM  
3310 FLIGHT COMPARTMENT LIGHTING  
3320 PASSENGER COMPARTMENT LIGHTING  
3330 CARGO COMPARTMENT LIGHTING  
3340 EXTERIOR LIGHTING  
3350 EMERGENCY LIGHTING

## **34 NAVIGATION**

3400 NAVIGATION SYSTEM  
3410 FLIGHT ENVIRONMENT DATA  
3411 PITOT/STATIC SYSTEM  
3412 OUTSIDE AIR TEMP. IND./SENSOR  
3413 RATE OF CLIMB INDICATOR  
3414 AIRSPEED/MACH INDICATING  
3415 HIGH SPEED WARNING  
3416 ALTIMETER, BAROMETRIC/ENCODER

### **34 NAVIGATION CONT'D**

3417 AIR DATA COMPUTER  
3418 STALL WARNING SYSTEM  
3420 ATTITUDE AND DIRECTION DATA SYSTEM  
3421 ATTITUDE GYRO & IND. SYSTEM  
3422 DIRECTIONAL GYRO & IND. SYSTEM  
3423 MAGNETIC COMPASS  
3424 TURN & BANK/RATE OF TURN INDICATOR  
3425 INTEGRATED FLT. DIRECTOR SYSTEM  
3430 LANDING & TAXI AIDS  
3431 LOCALIZER/VOR SYSTEM  
3432 GLIDE SLOPE SYSTEM  
3433 MICROWAVE LANDING SYSTEM  
3434 MARKER BEACON SYSTEM  
3435 HEADS UP DISPLAY SYSTEM  
3436 WIND SHEAR DETECTION SYSTEM  
3440 INDEPENDENT POS. DETERMINING SYSTEM  
3441 INERTIAL GUIDANCE SYSTEM  
3442 WEATHER RADAR SYSTEM  
3443 DOPPLER SYSTEM  
3444 GROUND PROXIMITY SYSTEM  
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)  
3446 NON RADAR WEATHER SYSTEM  
3450 DEPENDENT POSITION DETERMINING SYSTEM  
3451 DME/TACAN SYSTEM  
3452 ATC TRANSPONDER SYSTEM  
3453 LORAN SYSTEM  
3454 VOR SYSTEM  
3455 ADF SYSTEM  
3456 OMEGA NAVIGATION SYSTEM  
3457 GLOBAL POSITIONING SYSTEM  
3460 FLIGHT MANAGE. COMPUTING SYSTEM

### **35 OXYGEN**

3500 OXYGEN SYSTEM  
3510 CREW OXYGEN SYSTEM  
3520 PASSENGER OXYGEN SYSTEM  
3530 PORTABLE OXYGEN SYSTEM

### **36 PNEUMATIC**

3600 PNEUMATIC SYSTEM  
3610 PNEUMATIC DISTRIBUTION SYSTEM  
3620 PNEUMATIC INDICATING SYSTEM

### **37 VACUUM**

3700 VACUUM SYSTEM  
3710 VACUUM DISTRIBUTION SYSTEM  
3720 VACUUM INDICATING SYSTEM

### **38 WATER/WASTE**

3800 WATER & WASTE SYSTEM  
3810 POTABLE WATER SYSTEM  
3820 WASH WATER SYSTEM  
3830 WASTE DISPOSAL SYSTEM  
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

### **45 CENTRAL MAINT. SYSTEM**

4500 CENTRAL MAINT. COMPUTER

### **49 AIRBORNE AUXILIARY POWER**

4900 AIRBORNE APU SYSTEM  
4910 APU COWLING/CONTAINMENT  
4920 APU CORE ENGINE  
4930 APU ENGINE FUEL & CONTROL  
4940 APU START/IGNITION SYSTEM  
4950 APU BLEED AIR SYSTEM  
4960 APU CONTROLS  
4970 APU INDICATING SYSTEM  
4980 APU EXHAUST SYSTEM  
4990 APU OIL SYSTEM

### **51 STANDARD PRACTICES/STRUCTURES**

5100 STANDARD PRACTICES/STRUCTURES  
5101 AIRCRAFT STRUCTURES  
5102 BALLOON REPORTS

### **52 DOORS**

5200 DOORS  
5210 PASSENGER/CREW DOORS  
5220 EMERGENCY EXIT  
5230 CARGO/BAGGAGE DOORS  
5240 SERVICE DOORS  
5241 GALLEY DOORS  
5242 E/E COMPARTMENT DOORS  
5243 HYDRAULIC COMPARTMENT DOORS  
5244 ACCESSORY COMPARTMENT DOORS  
5245 AIR CONDITIONING COMPART. DOORS  
5246 FLUID SERVICE DOORS

5247 APU DOORS  
5248 TAIL CONE DOORS  
5250 FIXED INNER DOORS  
5260 ENTRANCE STAIRS  
5270 DOOR WARNING SYSTEM  
5280 LANDING GEAR DOORS

### **53 FUSELAGE**

5300 FUSELAGE STRUCTURE (GENERAL)  
5301 AERIAL TOW EQUIPMENT  
5302 ROTORCRAFT TAIL BOOM  
5310 FUSELAGE MAIN STRUCTURE  
5311 FUSELAGE MAIN FRAME  
5312 FUSELAGE MAIN BULKHEAD  
5313 FUSELAGE MAIN LONGERON/STRINGER  
5314 FUSELAGE MAIN KEEL  
5315 FUSELAGE MAIN FLOOR BEAM  
5320 FUSELAGE MISCELLANEOUS STRUCTURE  
5321 FUSELAGE FLOOR PANEL  
5322 FUSELAGE INTERNAL MOUNT STRUCTURE  
5323 FUSELAGE INTERNAL STAIRS  
5324 FUSELAGE FIXED PARTITIONS  
5330 FUSELAGE MAIN PLATE/SKIN  
5340 FUSELAGE MAIN ATTACH FITTINGS  
5341 WING ATTACH FITTINGS (ON FUSELAGE)  
5342 STABILIZER ATTACH FITTINGS  
5343 LANDING GEAR ATTACH FITTINGS  
5344 FUSELAGE DOOR HINGES  
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS  
5346 POWERPLANT ATTACH FITTINGS  
5347 SEAT/CARGO ATTACH FITTINGS  
5350 FUSELAGE AERODYNAMIC FAIRINGS

### **54 NACELLES/PYLONS**

5400 NACELLE/PYLON STRUCTURE  
5410 MAIN FRAME (ON NACELLE/PYLON)  
5411 FRAME/SPAR/RIB(NACELLE/PYLON)  
5412 BULKHEAD/FIREWALL (NAC/PYLON)  
5413 LONGERON/STRINGER (NAC/PYLON)  
5414 PLATE SKIN (NAC/PYLONS)  
5415 ATTACH FITTINGS (NAC/PYLON)

### **55 STABILIZERS**

5500 EMPENNAGE STRUCTURE  
5510 HORIZONTAL STABILIZER STRUCTURE  
5511 HORIZONTAL STABILIZER SPAR/RIB  
5512 HORIZONTAL STABILIZER PLATE/SKIN  
5513 HORIZONTAL STABILIZER TAB STRUCTURE  
5520 ELEVATOR STRUCTURE

**55 STABILIZERS CONT'D**

5521 ELEVATOR SPAR/RIB STRUCTURE  
5522 ELEVATOR PLATES/SKIN STRUCTURE  
5523 ELEVATOR TAB STRUCTURE  
5530 VERTICAL STABILIZER STRUCTURE  
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE  
5532 VERTICAL STABILIZER PLATES/SKIN  
5533 VENTRAL STRUCTURE (ON VERT. STAB)  
5540 RUDDER STRUCTURE  
5541 RUDDER SPAR/RIB STRUCTURE  
5542 RUDDER PLATE/SKIN STRUCTURE  
5543 RUDDER TAB STRUCTURE  
5550 EMPENNAGE FLT. CONT. ATTACH FITTING  
5551 HORIZONTAL STABILIZER ATTACH FITTING  
5552 ELEVATOR/TAB ATTACH FITTINGS  
5553 VERT. STAB. ATTACH FITTINGS  
5554 RUDDER/TAB ATTACH FITTINGS

**56 WINDOWS**

5600 WINDOW/WINDSHIELD SYSTEM  
5610 FLIGHT COMPARTMENT WINDOWS  
5620 PASSENGER COMPARTMENT WINDOWS  
5630 DOOR WINDOWS  
5640 INSPECTION WINDOWS

**57 WINGS**

5700 WING STRUCTURE  
5710 WING MAIN FRAME STRUCTURE  
5711 WING SPAR STRUCTURE  
5712 WING RIB STRUCTURE  
5713 WING LONGERON/STRINGER  
5714 WING CENTER BOX  
5720 WING MISCELLANEOUS STRUCTURE  
5730 WING PLATES/SKINS  
5740 WING ATTACH FITTINGS  
5741 WING, FUSELAGE ATTACH FITTINGS  
5742 WING, NAC/PYLON ATTACH FITTINGS  
5743 WING, LANDING GEAR ATTACH FITTINGS  
5744 CONTROL SURFACE ATTACH FITTINGS  
5750 WING CONTROL SURFACE STRUCTURE  
5751 AILERON STRUCTURE  
5752 AILERON TAB STRUCTURE  
5753 TE FLAP STRUCTURE  
5754 LEADING EDGE DEVICE STRUCTURE  
5755 SPOILER STRUCTURE

**61 PROPELLERS/PROPULSORS**

6100 PROPELLER SYSTEM  
6110 PROPELLER ASSEMBLY  
6111 PROPELLER BLADE SECTION  
6112 PROPELLER DE-ICE BOOT SECTION  
6113 PROPELLER SPINNER SECTION  
6114 PROPELLER HUB SECTION  
6120 PROPELLER CONTROL SYSTEM  
6121 PROPELLER SYNCHRONIZER SECTION  
6122 PROPELLER GOVERNOR  
6123 PROPELLER FEATHERING/REVERSING  
6130 PROPELLER BRAKING  
6140 PROPELLER INDICATING SYSTEM

**62 MAIN ROTOR**

6200 MAIN ROTOR SYSTEM  
6210 MAIN ROTOR BLADES  
6220 MAIN ROTOR HEAD  
6230 MAIN ROTOR MAST/SWASHPLATE  
6240 MAIN ROTOR INDICATING SYSTEM

**63 MAIN ROTOR DRIVE**

6300 MAIN ROTOR DRIVE SYSTEM  
6310 ENGINE/TRANSMISSION COUPLING  
6320 MAIN ROTOR GEARBOX  
6321 MAIN ROTOR BRAKE  
6322 ROTORCRAFT COOLING FAN SYSTEM  
6330 MAIN ROTOR TRANSMISSION MOUNT  
6340 ROTOR DRIVE INDICATING SYSTEM

**64 TAIL ROTOR**

6400 TAIL ROTOR SYSTEM  
6410 TAIL ROTOR BLADE  
6420 TAIL ROTOR HEAD  
6440 TAIL ROTOR INDICATING SYSTEM

**65 TAIL ROTOR DRIVE**

6500 TAIL ROTOR DRIVE SYSTEM  
6510 TAIL ROTOR DRIVE SHAFT  
6520 TAIL ROTOR GEARBOX  
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

**67 ROTORS FLIGHT CONTROL**

6700 ROTORCRAFT FLIGHT CONTROL  
6710 MAIN ROTOR CONTROL  
6711 TILT ROTOR FLIGHT CONTROL  
6720 TAIL ROTOR CONTROL SYSTEM  
6730 ROTORCRAFT SERVO SYSTEM

**71 POWERPLANT**

7100 POWERPLANT SYSTEM  
7110 ENGINE COWLING SYSTEM  
7111 COWL FLAP SYSTEM  
7112 ENGINE AIR BAFFLE SECTION  
7120 ENGINE MOUNT SECTION  
7130 ENGINE FIRESEALS  
7160 ENGINE AIR INTAKE SYSTEM  
7170 ENGINE DRAINS

**72 TURBINE/TURBOPROP ENGINE**

7200 ENGINE (TURBINE/TURBOPROP)  
7210 TURBINE ENGINE REDUCTION GEAR  
7220 TURBINE ENGINE AIR INLET SECTION  
7230 TURBINE ENGINE COMPRESSOR SECTION  
7240 TURBINE ENGINE COMBUSTION SECTION  
7250 TURBINE SECTION  
7260 TURBINE ENGINE ACCESSORY DRIVE  
7261 TURBINE ENGINE OIL SYSTEM  
7270 TURBINE ENGINE BYPASS SECTION

**73 ENGINE FUEL & CONTROL**

7300 ENGINE FUEL & CONTROL  
7310 ENGINE FUEL DISTRIBUTION  
7311 ENGINE FUEL-OIL COOLER  
7312 FUEL HEATER  
7313 FUEL INJECTOR NOZZLE  
7314 ENGINE FUEL PUMP  
7320 FUEL CONTROLLING SYSTEM  
7321 FUEL CONTROL/ELECTRONIC  
7322 FUEL CONTROL/CARBURETOR  
7323 TURBINE GOVERNOR  
7324 FUEL DIVIDER  
7330 ENGINE FUEL INDICATING SYSTEM  
7331 FUEL FLOW INDICATING  
7332 FUEL PRESSURE INDICATING  
7333 FUEL FLOW SENSOR  
7334 FUEL PRESSURE SENSOR

#### **74 IGNITION**

7400 IGNITION SYSTEM  
7410 IGNITION POWER SUPPLY  
7411 LOW TENSION COIL  
7412 EXCITER  
7413 INDUCTION VIBRATOR  
7414 MAGNETO/DISTRIBUTOR  
7420 IGNITION HARNESS (DISTRIBUTION)  
7421 SPARK PLUG/IGNITER  
7430 IGNITION SWITCHING

#### **75 AIR**

7500 ENGINE BLEED AIR SYSTEM  
7510 ENGINE ANTI-ICING SYSTEM  
7520 ENGINE COOLING SYSTEM  
7530 COMPRESSOR BLEED CONTROL  
7531 COMPRESSOR BLEED GOVERNOR  
7532 COMPRESSOR BLEED VALVE  
7540 BLEED AIR INDICATING SYSTEM

#### **76 ENGINE CONTROLS**

7600 ENGINE CONTROLS  
7601 ENGINE SYNCHRONIZING  
7602 MIXTURE CONTROL  
7603 POWER LEVER  
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

#### **77 ENGINE INDICATING**

7700 ENGINE INDICATING SYSTEM  
7710 POWER INDICATING SYSTEM  
7711 ENGINE PRESSURE RATIO (EPR)  
7712 ENGINE BMEP/TORQUE INDICATING  
7713 MANIFOLD PRESSURE (MP) INDICATING  
7714 ENGINE RPM INDICATING SYSTEM  
7720 ENGINE TEMP. INDICATING SYSTEM  
7721 CYLINDER HEAD TEMP (CHT) INDICATING  
7722 ENG. EGT/TIT INDICATING SYSTEM  
7730 ENGINE IGNITION ANALYZER SYSTEM  
7731 ENGINE IGNITION ANALYZER  
7732 ENGINE VIBRATION ANALYZER  
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

#### **78 ENGINE EXHAUST**

7800 ENGINE EXHAUST SYSTEM  
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE  
7820 ENGINE NOISE SUPPRESSOR  
7830 THRUST REVERSER

#### **79 ENGINE OIL**

7900 ENGINE OIL SYSTEM (AIRFRAME)  
7910 ENGINE OIL STORAGE (AIRFRAME)  
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)  
7921 ENGINE OIL COOLER  
7922 ENGINE OIL TEMP. REGULATOR  
7923 OIL SHUTOFF VALVE  
7930 ENGINE OIL INDICATING SYSTEM  
7931 ENGINE OIL PRESSURE  
7932 ENGINE OIL QUANTITY  
7933 ENGINE OIL TEMPERATURE

#### **80 STARTING**

8000 ENGINE STARTING SYSTEM  
8010 ENGINE CRANKING  
8011 ENGINE STARTER  
8012 ENGINE START VALVES/CONTROLS

#### **81 TURBOCHARGING**

8100 EXHAUST TURBINE SYSTEM (RECIP)  
8110 POWER RECOVERY TURBINE (RECIP)  
8120 EXHAUST TURBOCHARGER

#### **82 WATER INJECTION**

8200 WATER INJECTION SYSTEM

#### **83 ACCESSORY GEARBOXES**

8300 ACCESSORY GEARBOXES

#### **85 RECIPROCATING ENGINE**

8500 ENGINE (RECIPROCATING)  
8510 RECIPROCATING ENGINE FRONT SECTION  
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION  
8540 RECIPROCATING ENGINE REAR SECTION  
8550 RECIPROCATING ENGINE OIL SYSTEM



## ***MECHANICS CREED***

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.